



## **I-70 EAST**

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT  
AND SECTION 4(F) EVALUATION

## **SECTION 106 DETERMINATIONS OF ELIGIBILITY AND EFFECTS**

ATTACHMENT I

AUGUST 2014



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# List of acronyms

APE	Area of Potential Effect
BNSF	Burlington Northern and Santa Fe Railway
CB&Q	Colorado/Chicago, Burlington, and Quincy Railroad
CDOT	Colorado Department of Transportation
Denver	City and County of Denver
DP	Denver Pacific Railroad
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
KP	Kansas Pacific Railroad
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NTHP	National Trust for Historic Preservation
PACT	Preferred Alternative Collaborative Team
ROW	Right of Way
RTD	Regional Transportation District
SHPO	State Historic Preservation Office

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# 1. Introduction

The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify highway improvements along I-70 in the Denver metropolitan area between I-25 and Tower Road and to assess their potential effects on the human and natural environment. Analysis of the effects of the proposed I-70 project was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966, as amended; the National Environmental Policy Act (NEPA) of 1969, as amended; and the U.S. Department of Transportation Act of 1966, as amended. This report describes the historic resources in the project area that are listed on or eligible for the National Register of Historic Places (NRHP) and effects that the alternatives under consideration would have on these resources. As additional engineering is completed, more information will be known about impacts to these properties. If the impacts are different from those discussed in this report, the consulting parties will be advised of the changes and comments will be requested for Section 106 consultation.

## 1.1. Description of Alternatives

The No-Action Alternative and Build Alternatives (Revised Viaduct Alternative and Partial Cover Lowered Alternative) are fully evaluated in the Supplemental Draft EIS. Table 1 summarizes the alternatives and options under consideration.

**Table 1. Alternatives and Options**

Alternative		Expansion Options	Connectivity Options	Operational Options
No-Action		<ul style="list-style-type: none"> <li>• North</li> <li>• South</li> </ul>	N/A	N/A
Build Alternatives	Revised Viaduct	<ul style="list-style-type: none"> <li>• North</li> <li>• South</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• General-Purpose Lanes</li> <li>• Managed Lanes</li> </ul>
	Partial Cover Lowered	N/A	<ul style="list-style-type: none"> <li>• Basic</li> <li>• Modified</li> </ul>	<ul style="list-style-type: none"> <li>• General-Purpose Lanes</li> <li>• Managed Lanes</li> </ul>

### No-Action Alternative

The No-Action Alternative replaces the existing viaduct between Brighton Boulevard and Colorado Boulevard without adding any capacity; the remainder of the corridor will reflect current conditions and include existing, planned, and programmed roadway and transit improvements (such as FasTracks) in the study area. The No-Action Alternative is shown in Figure 1.

### Build Alternatives

Build Alternatives add capacity to I-70 by constructing additional lane(s) or restriping between I-25 and Tower Road.

**Revised Viaduct Alternative.** The Revised Viaduct Alternative is shown in Figure 2. This alternative replaces the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard. It adds two additional lanes in each direction from Brighton Boulevard to Tower Road. It also adds capacity from I-25 to Brighton Boulevard.

**Partial Cover Lowered Alternative.** The Partial Cover Lowered Alternative is shown in Figure 3. This alternative removes the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, lowering the highway below grade in this area, while adding two additional lanes in each direction from Brighton Boulevard to Tower Road. This alternative includes a cover over the highway between Clayton Street and Columbine Street. The alternative also adds capacity from I-25 to Brighton Boulevard.

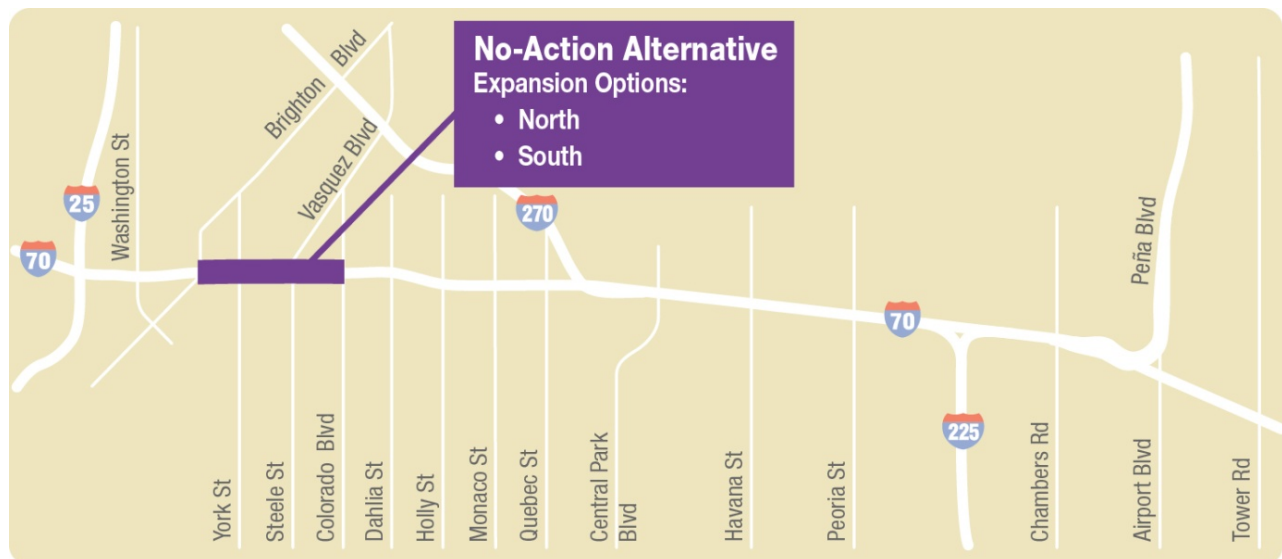
## Alternative Options

**Expansion Options.** Expansion Options, shown in Figure 1 and Figure 2, refer to moving the north edge of the highway north or the south edge of the highway south of the existing facility from Brighton Boulevard to Colorado Boulevard to accommodate the larger footprint resulting from standard-width lanes, expanded shoulders, and construction phasing. These options apply to the No-Action Alternative and the Revised Viaduct Alternative. The Partial Cover Lowered Alternative does not include the Expansion Options because expansion of the highway can occur only on the north side due to engineering restrictions and the location of the UPRR rail yard to the south at Brighton Boulevard.

**Connectivity Options.** Connectivity Options are shown in Figure 3 and apply only to the Partial Cover Lowered Alternative. They include different frontage road and highway cover combinations. The Basic Option includes a highway cover between Clayton Street and Columbine Street, with 46th Avenue operating as a one-way road on each side of the highway (westbound on the north side and eastbound on the south side). The Modified Option removes the Steele Street/Vasquez Boulevard interchange to allow for an additional cover in the vicinity of Steele Street. 46th Avenue is designed as a two-way street on both the north and south sides of the highway; however, it is discontinued between Clayton Street and Columbine Street on the north side to allow for a seamless connection between Swansea Elementary School and the highway cover. Vehicular north-south connectivity across the highway at Josephine Street will be eliminated and replaced with a bike/pedestrian bridge. Additional connectivity and intersection improvements are discussed in the I-70 East Supplemental Draft EIS (Chapter 3, Summary of Project Alternatives).

**Operational Options.** Operational Options include two scenarios on how the additional capacity will be managed and operated. The General-Purpose Lanes Option will allow all vehicles to use all the lanes on the highway, while the Managed Lanes Option implements operational strategies (such as pricing) for the additional lanes that would be adjusted based on real-time traffic demand for vehicles that use these lanes. The additional lanes are separated with a four-foot striped buffer from the rest of the lanes under the Managed Lanes Option, and they have direct connections to I-225, I-270, and Peña Boulevard. Operational Options apply to the Revised Viaduct Alternative and the Partial Cover Lowered Alternative, and they are shown in Figure 2 and Figure 3.

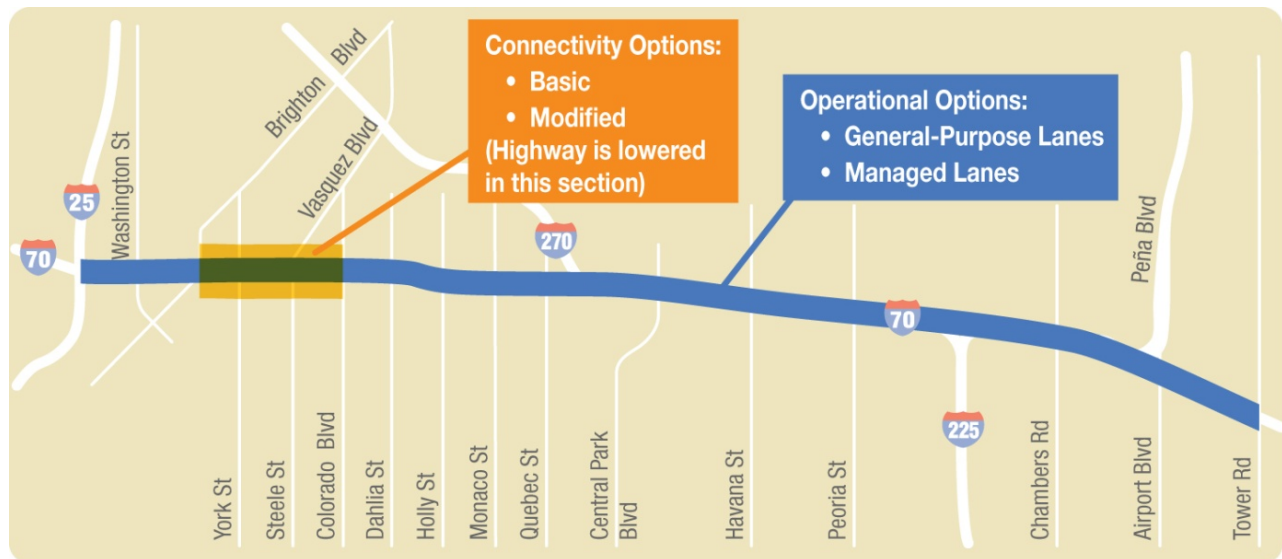
**Figure 1. No-Action Alternative**



**Figure 2. Revised Viaduct Alternative**



**Figure 3. Partial Cover Lowered Alternative**



## 1.2. Alternatives and Historic Properties

Determinations of effect to historic resources were re-assessed for the No-Action Alternative and for the Revised Viaduct Alternative (formerly the Existing Alignment Alternative in the 2008 Draft EIS) and were assessed for the Partial Cover Lowered Alternative. Figures 4 through 15 show the alternatives and historic properties. For more details regarding the alternatives, please refer to Chapter 3, Summary of Project Alternatives, in the Supplemental Draft EIS.



Figure 4. No-Action Alternative, North Option (Brighton Boulevard to Clayton Street)

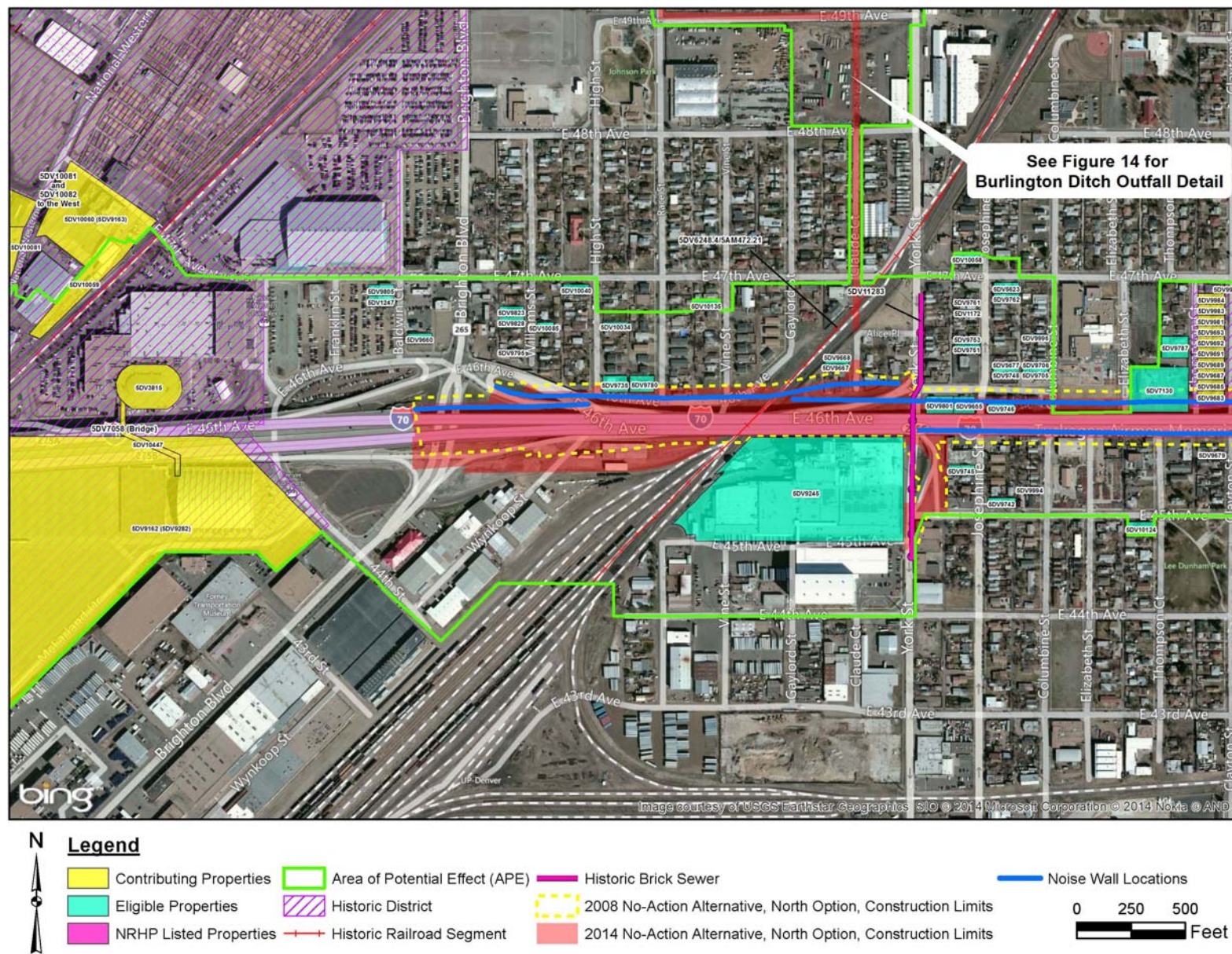




Figure 5. No-Action Alternative, North Option (Clayton Street to Colorado Boulevard)

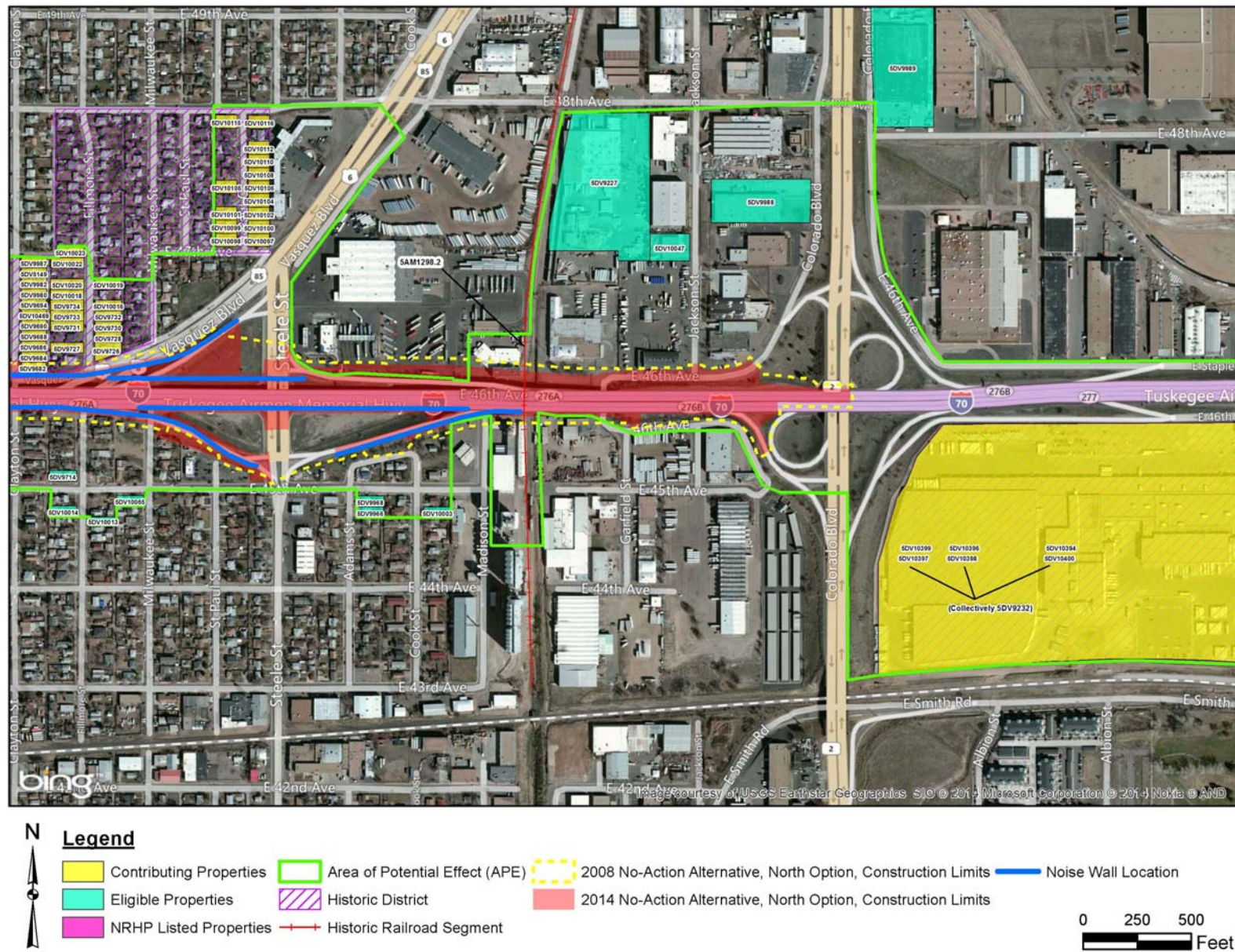
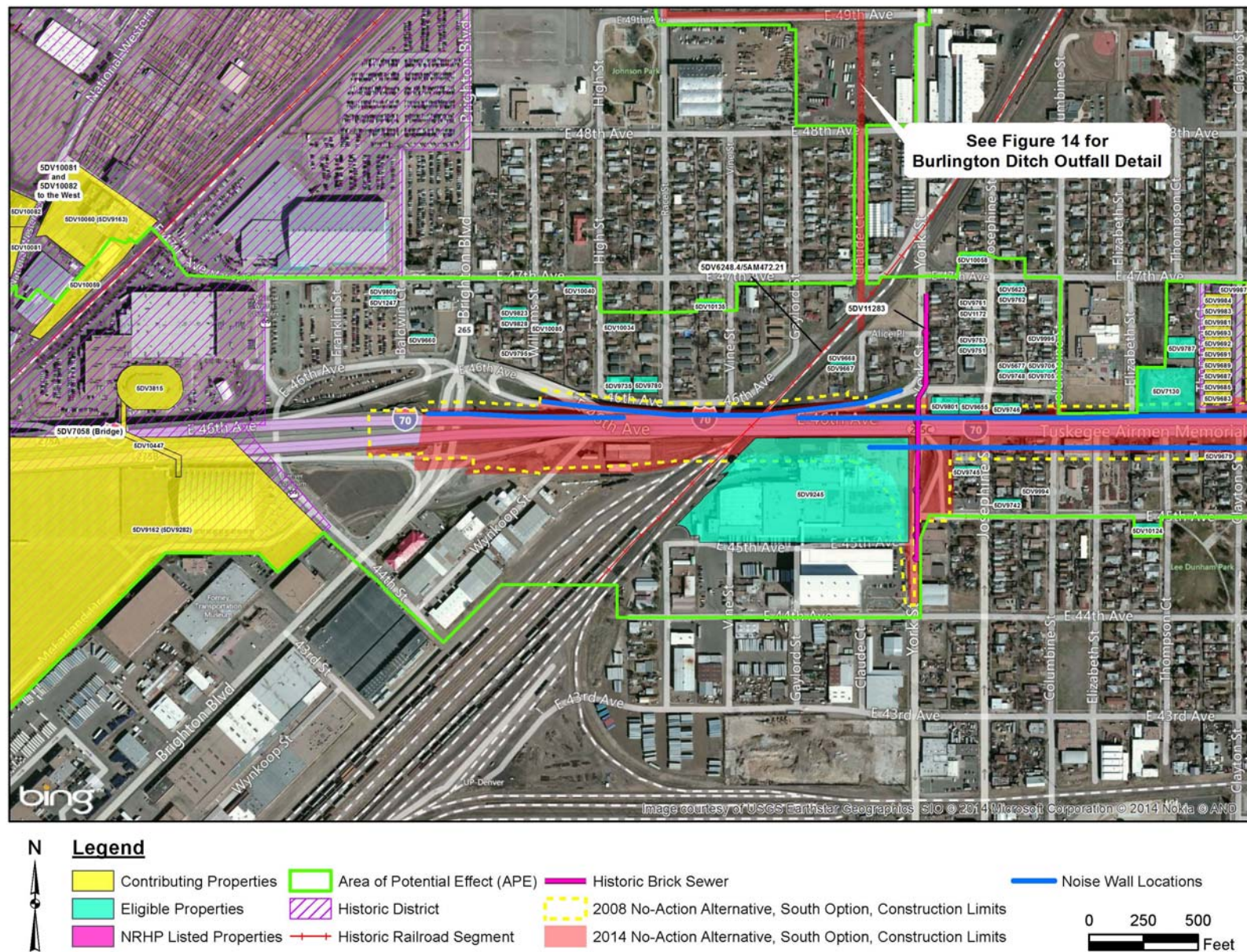




Figure 6. No-Action Alternative, South Option (Brighton Boulevard to Clayton Street)





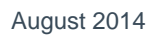




Figure 8. Revised Viaduct Alternative, North Option (Brighton Boulevard to Clayton Street)

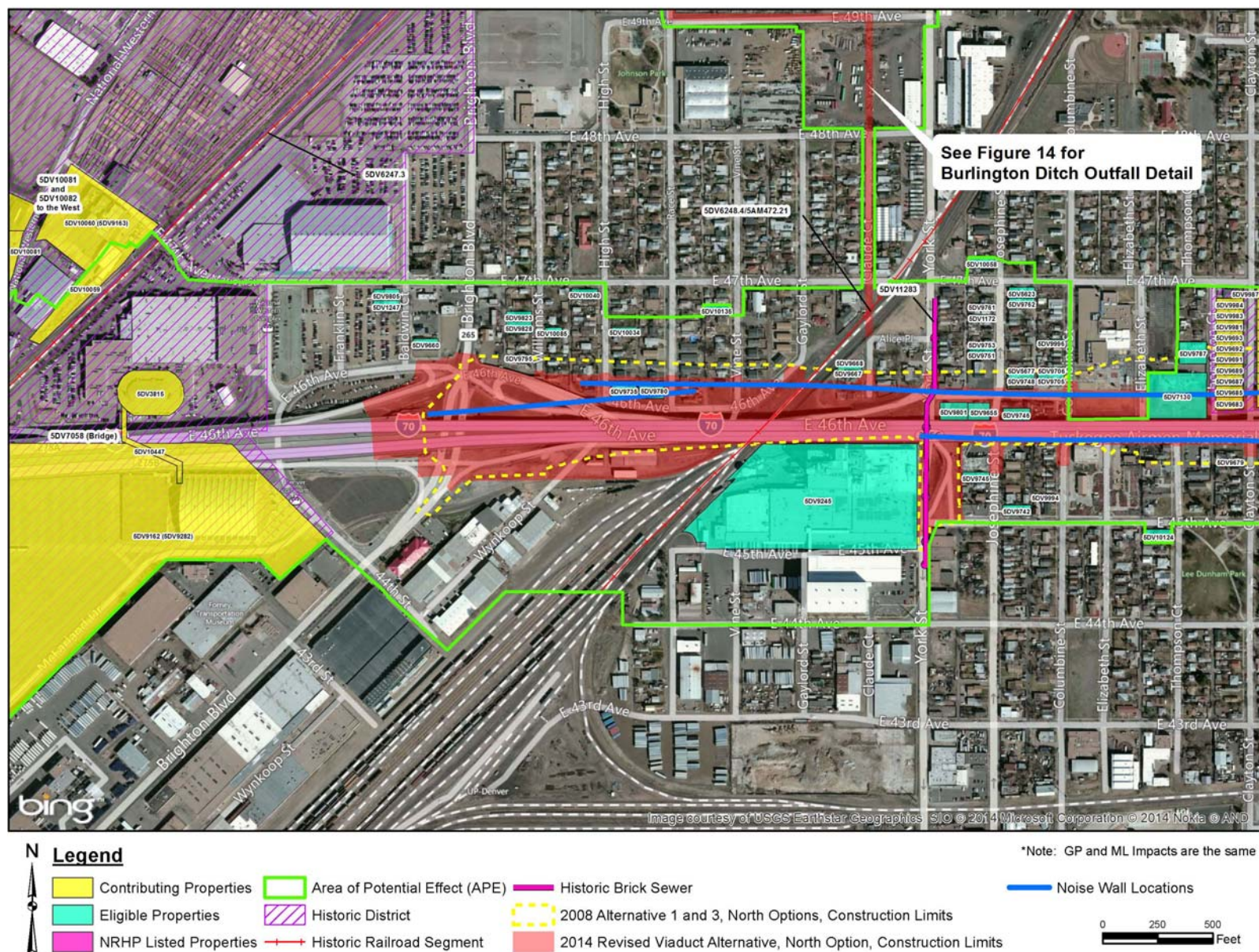




Figure 9. Revised Viaduct Alternative, North Option (Clayton Street to Colorado Boulevard)

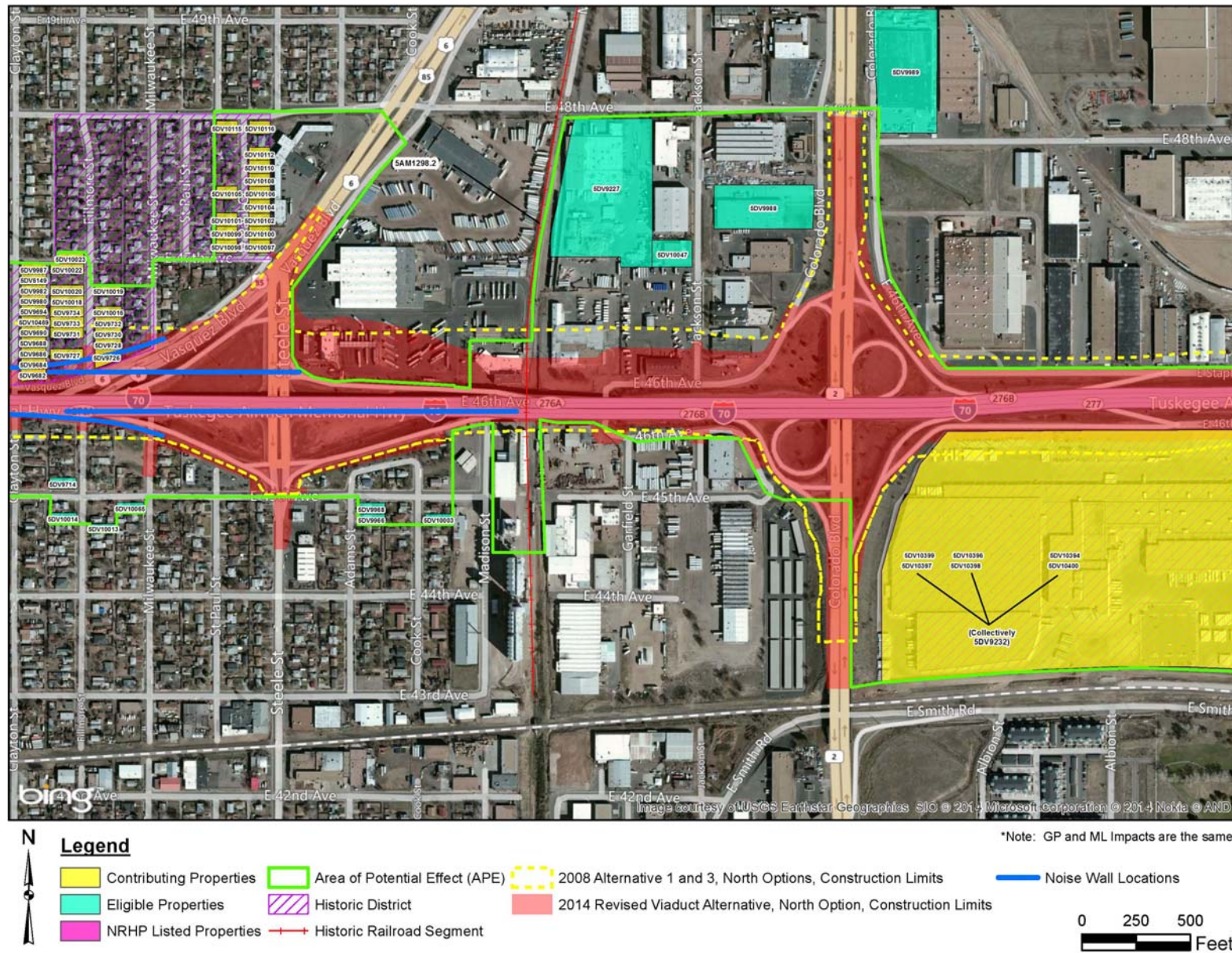








Figure 11. Revised Viaduct Alternative, South Option (Clayton Street to Colorado Boulevard)

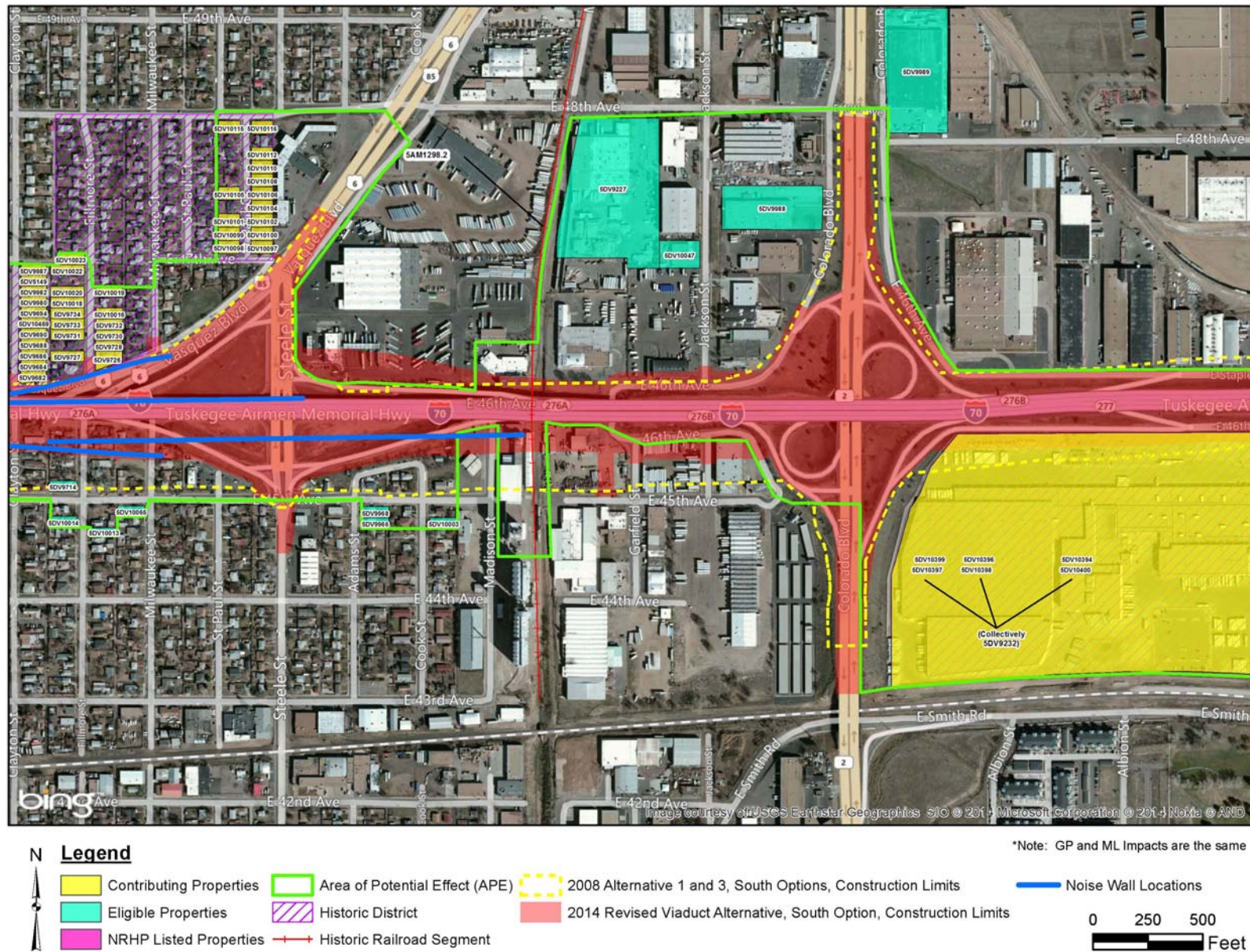




Figure 12. Partial Cover Lowered Alternative (Brighton Boulevard to Clayton Street)

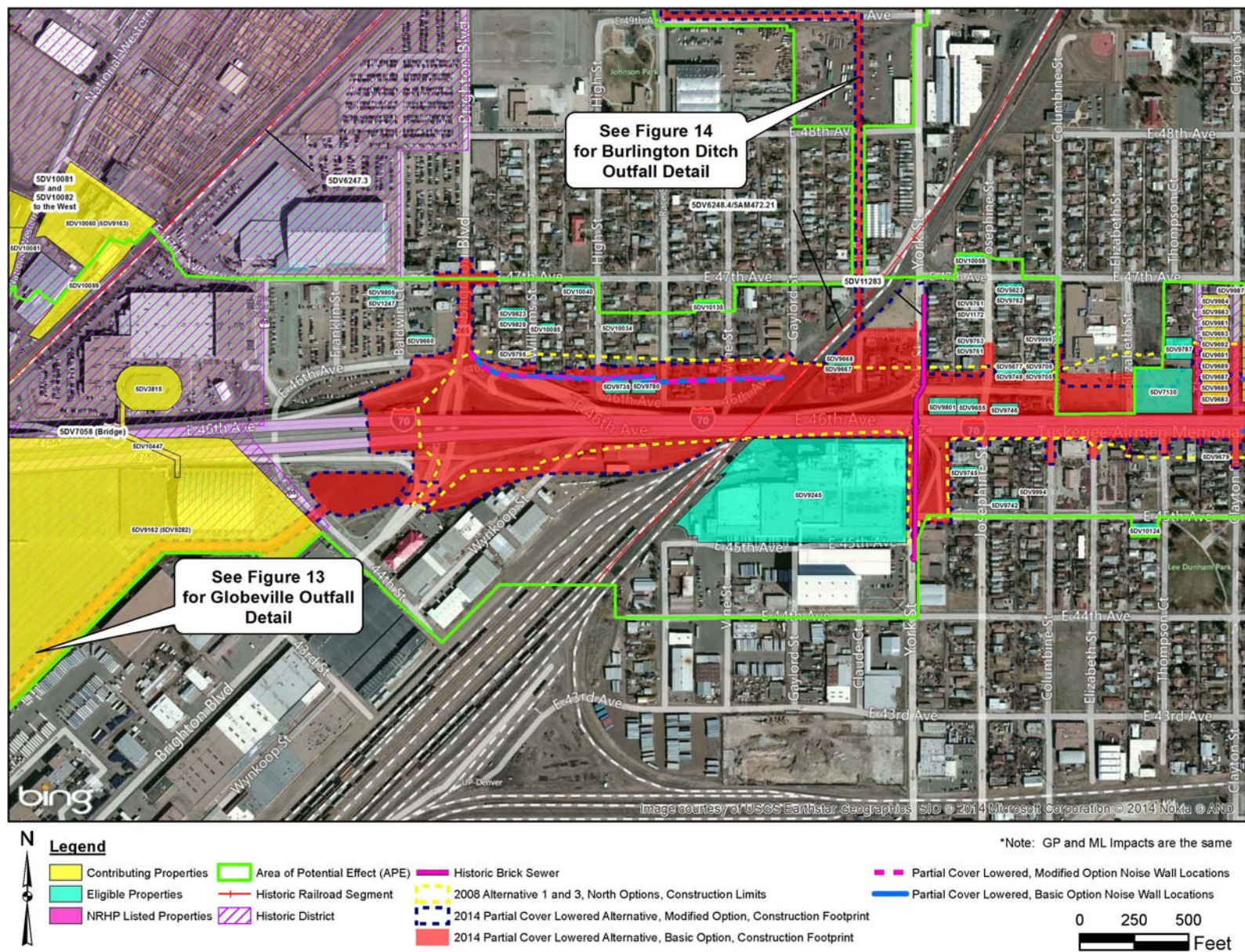
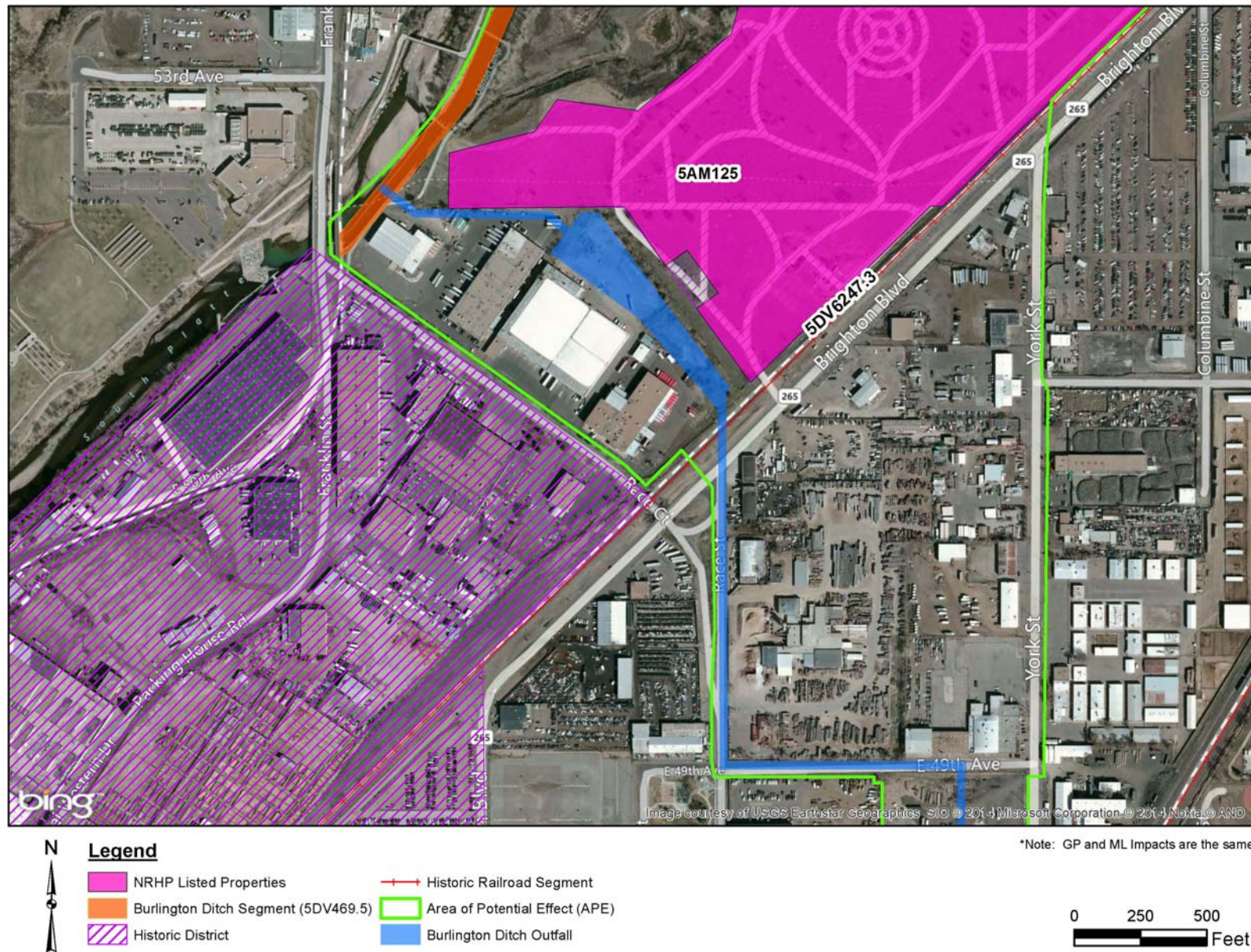




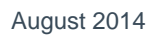




Figure 14. Burlington Ditch Outfall Overview







## 2. Updates to Section 106 Consultation

The *I-70 East EIS Section 106 Determinations of Effects* report (CDOT, 2010) solicited comments from the State Historic Preservation Office (SHPO) and consulting parties on the effects of the I-70 East project to historic properties within the project Area of Potential Effect (APE). The report was part of the consultation process that was agreed upon by FHWA and SHPO after the agencies determined it would be better to address the Section 106 effect determinations in a separate document from the NEPA documentation.

On February 8, 2010, CDOT convened a meeting of the Section 106 consulting parties to discuss the effects determinations and undertake a site visit of the I-70 East project area in the Elyria and Swansea Neighborhood.

The meeting included the following areas of discussion:

- Additional information on how districts are evaluated as single properties, regardless of the effects to contributing properties in the districts. Districts are considered one historic property within the revised report, but effects to contributing properties within districts are discussed, and contributing properties are considered in the totals for properties that would be impacted per alternative.
- A request for an additional table to be inserted into the effects report because the table on page 19 of the January 2010 report only included the number of effects determinations per alternative. As a result, a table with summaries of each effect determination per property by alternative has been included in this submission and can be found at the end of this report.
- A reminder from Amy Pallante (SHPO) to prepare effects determinations for linear resources, not just the segment.
- Review of the Regional Transportation District (RTD) North Metro plans to locate a new station at the National Western Stock Show, plans for the North Metro rails to be built along Brighton Boulevard, potential impacts to Riverside Cemetery from the RTD action, and the coordination between RTD and CDOT that would be taking place as part of the I-70 East consultation.
- The need to update the Preferred Alternative Collaborative Team on the next steps and Final EIS schedule.
- Discussion of eligibility issues for 5DV9229 (3888 East 44th Avenue), 5DV9654 (2320 East 46th Avenue.), and 5DV9661 (4690 Brighton Boulevard). These issues were addressed by the team, as recorded in the meeting minutes.

CDOT received correspondence from SHPO dated February 17, 2010, with comments on the effects findings in the January 2010 report. No other written correspondence was received, but CDOT received oral comments and e-mail from consulting parties (including the National Trust for Historic Preservation, Historic Denver, Inc., Colorado Preservation, Inc., and the Denver Landmarks Commission).

SHPO's February 17, 2010, correspondence concurred with the recommended determinations of effect, except for the following issues:

- National Western Historic District/5DV10050: SHPO stated that the loss of the Livestock Bridge and Flyover/5DV10447 within the National Register-eligible National Western Historic District boundary in Alternatives 4 and 6 East would be an adverse effect under Section 106, as defined in 36 CFR 800.5(a)(2).
- Alfred R. Wessel Historic District/5DV10126: SHPO stated that the loss of the two contributing properties within the National Register-eligible Alfred R. Wessel Historic District boundary in the No-Action Alternative, North Option would be an adverse effect under Section 106, as defined in 36 CFR 800.5(a)(2).



Alternatives 4 and 6 were dropped from further consideration and the destruction of the Livestock Bridge/Flyover would not result from the implementation of any of the alternatives still under consideration.

The No-Action Alternative, North Option in Section 3 would adversely affect two contributing properties within the National Register-eligible Alfred R. Wessel District. CDOT agrees with the determination of Adverse Effect for the overall district due to the destruction of two contributing properties.

In 2012, staff from the Mountains/Plains Office of the National Trust for Historic Preservation (NTHP), indicated orally that NTHP would no longer participate as a consulting party and would rely on Historic Denver, Inc., and Colorado Preservation, Inc., to participate in the future consultation. Also in 2012, CDOT asked the Fairmount Heritage Foundation to consider becoming a Section 106 consulting party to represent Riverside Cemetery. The foundation accepted the consulting party invitation in 2013.

This current report updates the historic survey in the corridor, consisting of re-evaluations of all officially eligible and contributing properties in eligible and listed historic districts, and new recordings of other properties built prior to 1968 (45 years of age or older) in the corridor. This report also updates the effects determinations in the 2010 report based on refinements to the engineering designs, the elimination of the re-alignment alternative, and the identification of impacts from the Partial Cover Lowered Alternative on historic resources.

### 3. Revised Area of Potential Effect

The APE was formulated to include historic properties and potential historic properties that are more than 45 years old that lie in close proximity to the highway alternative corridors and to identify historic properties that may experience direct or indirect impacts as a result of the alternatives under consideration.

The APE was revised to take into account changes in alternatives that will be studied in the Supplemental Draft EIS. The re-alignment alternatives were eliminated from further consideration after new information gathered during the PACT process showed that the alternatives were unreasonable and did not meet the purpose and need of the project. CDOT is studying a new alternative, the Partial Cover Lowered Alternative, in addition to the No-Action and Revised Viaduct Alternatives. The Partial Cover Lowered Alternative and the Revised Viaduct Alternative would include an option with managed lanes on the existing alignment, as compared to general-purpose lanes. Therefore, the APE was refined to focus primarily on the current alignment of I-70, with the exception of the routing of two stormwater outfall systems that would discharge into the South Platte River near the Riverside Cemetery and at Globeville Landing Park, as well as the construction of several water quality detention ponds along the current alignment. The APE is wider in the vicinity of the Partial Cover Lowered Alternative and the Revised Viaduct Alternative to take into account any indirect effects that visual changes might have to the historic setting. East of the viaduct, the APE becomes narrower due to the lack of potentially eligible historic properties and because the visual impacts should be less significant. The APE also covers potential noise impacts and is consistent with the area studied for noise impacts. This includes areas where noise walls would be constructed along uncovered sections of I-70, which might also result in a visual effect for any eligible or listed historic properties or districts.

Portions of historic districts and linear features are contained in the APE boundary, including areas where these resources are directly or indirectly affected by the project. Though the full extent of historic district boundaries or linear segments may not be included within the APE boundary, impacts to the character of these overall resources, in addition to those individual components directly affected by the project, have been assessed in this effects determination.

The APE encompasses 1,184 acres along the 11.86-mile segment of I-70 from I-25 to Tower Road. The APE boundary is bordered on the west primarily by the South Platte River, with the exception of a building surveyed between Washington Street and the South Platte River at what could be considered the southwest corner of the survey. The southern boundary encompasses the Denver Coliseum and Globeville Landing Park and generally follows East 45th Avenue east through the established neighborhood of Elyria and Swansea. This northern portion of the APE is bounded on the north by East 47th Avenue, but includes the

Riverside Cemetery and the 4700 block of St. Paul Court. East of Vasquez Boulevard, the APE is bounded on the north by East 48th Avenue and on the south by Smith Road or Stapleton Drive, just south of I-70. The far eastern boundary of the survey is located at I-70 and Tower Road. East of I-270, there are only two areas within the APE and adjacent to the highway that have historic resources: the Union Pacific Railroad Segment (5DV7048.2) at Havana Street (Section 4a) and the High Line Canal at Tower Road (5AM261.2) (Section 4b).

The APE includes portions of Denver, Commerce City, Aurora, and Adams County. The greatest density of historic resources occurs in the area east of the I-25/I-70 interchange and along Brighton Boulevard. The area covers established neighborhoods on the west end of the corridor, including Globeville, Elyria and Swansea, Cole, Clayton, and Northeast Park Hill. Adding to the complexity of this part of the project area is the presence of the National Western Historic District as a major destination and redevelopment site. Areas with few or no historic resources east of the I-70/I-270 interchange include the emerging residential and commercial areas of the Stapleton (formerly Stapleton International Airport), Montbello, Green Valley Ranch, and Gateway neighborhoods. These communities along the I-70 corridor are diverse in their character and history, providing a wide variety of residential, commercial, public facility, and institutional land uses.

Refinements to the design required three separate consultations with SHPO and the consulting agencies between 2012 and 2014 to establish the current APE, as described below.

- 2012 Consultation: The APE was revised in 2012 to take into account changes in the alternatives that will be studied in the Supplemental Draft EIS. These changes were described in correspondence dated December 27, 2012, from CDOT to SHPO and consulting parties (Appendix A). SHPO did not object to the APE in correspondence dated January 4, 2013 (Appendix B). The consulting parties also responded (Appendix C), as noted below:
  - Denver Landmark Preservation Commission responded via letter, dated January 18, 2013
  - Historic Denver, Inc., responded via letter, dated January 31, 2013
- 2013 Consultation: The APE was modified in the area of Gaylord Street, between East 46th Avenue and East 47th Avenue, because of the potential need to realign a railroad line and—near Riverside Cemetery—to include a portion of the Burlington Ditch/O'Brien Canal to account for stormwater outfall piping. These changes were described in correspondence dated October 24, 2013, from CDOT to SHPO and consulting parties (Appendix D). SHPO concurred with the recommended APE revision in a letter dated November 7, 2013 (Appendix E). The consulting parties also responded (Appendix F), as noted below:
  - Denver Landmark Preservation Commission responded via letter dated October 28, 2013
  - Colorado Preservation, Inc., responded via e-mail dated October 30, 2013
  - Fairmount Heritage Foundation responded via e-mail dated November 19, 2013
  - Historic Denver, Inc., responded by telephone on November 27, 2013
- 2014 Consultation: The APE was slightly refined around Globeville Landing Park, as described in correspondence dated December 19, 2013, from CDOT to SHPO and consulting parties (Appendix G). SHPO responded with questions on the APE modification on January 7, 2014 (Appendix H) and CDOT responded to SHPO and the consulting parties on January 30, 2014 (Appendix I). SHPO concurred with the recommended APE revision in a letter dated February 14, 2014 (Appendix J). Two of the consulting parties responded (Appendix K), as noted below:
  - Denver Landmark Preservation Commission responded via e-mail dated February 11, 2014
  - Colorado Preservation, Inc., responded via e-mail dated February 13, 2014

## 4. Major Historic Themes of Significance

Because there are no known prehistoric archaeological resources in the APE, the following historic context covers only the historic period. The historical context presented in the 2007 *I-70 East Cultural Resources Survey Report* is still applicable to the project area. Please refer to that report for more details on the major historical themes and contexts within the project area. A summary of major themes is provided here,

including transportation and industrial/urban development, as well as significant architectural types and styles.

#### **4.1. Transportation: Railroad, interstate highway, and local streets**

Before I-70 was built, East 46th Avenue was one of the most congested routes in the city. Several uses merged together in the area to make it a bottleneck, including at-grade railroad crossings, large industrial facilities, residential neighborhoods, and commercial businesses. The highway department chose the 46th Avenue to 48th Avenue corridor for the interstate, forever changing the development and settlement patterns of the Elyria and Swansea Neighborhood and setting the stage for the current environmental study to determine the best way to replace the viaduct and minimize further disruptions to the neighborhood.

Railroads are a significant theme in Denver history. They served as links to markets beyond Denver. In the project APE, a number of historic railroads connected Denver to Cheyenne, Wyoming; Kansas City, Missouri; and markets beyond.

#### **4.2. Industrial/urban development**

The proximity of the Elyria and Swansea Neighborhood to downtown Denver is an important theme in the area's development. The town of Elyria grew out of the smelters that processed minerals and became a dominant industry in Colorado in the 1860s and 1870s. During this time, Denver and its suburbs grew rapidly, experiencing a population increase of almost 50,000 people between the 1870 federal census and the 1885 Colorado census. When the Kansas Pacific and Denver Pacific Railroads were completed, several centers of industry, including smelters and packing plants, were built in the northern areas of Denver (Smiley et al., 1901). These smelters and packing plants, and the communities that grew around them, formed the nucleus of some of Denver's oldest suburbs, including Argo and Globeville to the west of the Platte River and Elyria and Swansea to the east. In 1881, A.C. Fisk of the Denver Land and Improvement Company platted Elyria, which is located approximately four miles north of the present location of the State Capitol building. Fisk sought to develop housing in the area that would serve the "wage-workers" of Denver (MacMillan, 2003). Elyria was platted with its own street names, which then were changed to match greater Denver street names after Elyria's annexation to Denver in 1904.

Elyria's incorporation in 1890 brought about a number of developments. The Denver Water Company laid pipe and erected hydrants in 1891. The Denver Consolidated Electric Company constructed and maintained 14 street lights, which operated on carbon sticks that were "turned on" each night. While these provided adequate street lighting, most of Elyria's homes during this time remained without electricity. The Metropolitan Railroad Company established a trolley track that ran down Fisk Avenue (now 47th Avenue), from Cline (Lafayette Street) to 2nd (Josephine Street) and down Estes (Race Street) to Riverside Cemetery (located at what is now 5201 Brighton Boulevard). Marshals and magistrates were established to maintain law and order in Elyria, and a volunteer fire company operated out of a newly constructed City Hall building located at the corner of Fisk (47th Avenue) and Laundon (Brighton Boulevard). Elyria School was built at Fisk (47th Avenue) and Marshall (High Street). The City Hall building (demolished in 1940) and the Elyria School building, among several others, would become some of the most prominent buildings in Elyria history.

The numerous surrounding railroads have always had an influence on the Elyria, Globeville, and Swansea communities. Elyria and Swansea are surrounded on nearly all sides by railroad tracks, which served an integral role in the development of the area and also presented residents with significant daily challenges. The railroad tracks were owned and operated by several different railroad companies over the years, and served area business and industry—from the Denver Union Stockyards (now National Western Historic District) to the smelters and packing plants—all of which were the prime source of employment for residents. The surrounding railroad tracks, in combination with the socioeconomic status of residents in Elyria and Swansea, caused the neighborhood to remain relatively isolated from neighboring communities, such as Globeville, Argo, and the city of Denver.

In addition to the smelters, stockyards, packing plants, and railroads, late 1800s sources of employment for area residents included the Stock Exchange Building, located on the National Western Historic District property; the Purina Flour Mill, located south of East 46th Avenue (now I-70) at York Street; The Rocky Mountain Paper Company; Eaton Metal; Colorado Serum Company; Denver Serum Company; Brannan Sand and Gravel Company; Colorado Iron Works; Western Merchants Warehouse; Fire Clay Company; Zang Brewery; Whiting Cutlery and Knife; a pickle factory; and a biscuit factory.

Between the late 1800s and early 1900s, the towns of Globeville, Elyria, and Swansea were made up primarily of immigrants from Germany, England, Scotland, Ireland, Canada, and Scandinavia, among other regions. There were four African-American families listed in the census of 1900, but no families of Asian, Latino, or American Indian descent.

### **4.3. Architectural styles**

Some of the predominant styles and types of buildings that occur throughout the project area, which are recommended as individually eligible for the NRHP, include:

- Denver Terrace: one- to two-story brick buildings with flat roofs and corbelled cornices
- Late Victorian Vernacular Style, including some with Queen Anne Massing: one- to one-and-one-half-story brick buildings with full front gables with steep pitch and overhanging eaves, decorative shingles, and detailed brick work
- Classic Cottage: One-and-one-half-story brick buildings with a central dormer, steep-pitched hipped roof, and thick porch posts
- Bungalow Type: one-story, rectangular plan with a side gabled roof, constructed of brick with exposed rafter ends, large front porch with battered piers, and overhanging eaves
- 20th Century Minimal Traditional Styles: one-story, rectangular plan with a cross gabled roof and horizontal siding cladding
- 20th Century Modern Buildings, International Style: commercial buildings with International-style features, such as horizontal lines, linear composition, alternating bands of windows and solid panels, smooth unornamented surfaces, flat roof, and rows of block windows

## **5. Summary of Re-Visitations and New Eligibility Determinations**

In total, 129 resources were surveyed as part of the Supplemental Draft EIS re-evaluation effort. These included re-visitation forms for all resources identified in the previous survey effort and determined officially eligible or contributing to a historic district, and located within the current APE. In addition, full architectural inventory forms were prepared for resources that were not included in the previous survey, those that became 45 years old since the prior survey effort, or those that had different eligibility determinations based on field surveys. No new properties were found to meet the criteria for listing in the National Register. The eligibility of the surveyed resources was addressed in a report consulted on in April to June 2013, followed by separate consultations through the spring of 2014 to address the eligibility of additional properties as the project design and APE were refined.

CDOT requested comments from SHPO and the consulting parties on the eligibility determinations in correspondence dated April 26, 2013 (Appendix J). In correspondence dated May 28, 2013, SHPO concurred with the recommended findings (Appendix K). SHPO corrected a mistake on the site form for one resource, 5DV3815, the Denver Coliseum, which was determined eligible because it is a contributing resource within an eligible historic district. The other Section 106 consulting parties did not submit comments on the eligibility determinations, although a meeting between CDOT, SHPO, consulting parties, and project

consultants was held at Riverside Cemetery on June 5, 2013, to discuss the findings of eligibility. Though no formal comments were submitted, the consulting parties were active in the consultation process.

CDOT requested comments from SHPO and the consulting parties on five resources in correspondence dated October 24, 2013 (Appendix D). SHPO concurred with the recommended findings in correspondence dated November 7, 2013 (Appendix E). The consulting parties provided comments agreeing with the recommended findings (Appendix F).

CDOT requested comments from SHPO and the consulting parties on one resource in correspondence dated December 19, 2013 (Appendix G). SHPO concurred with the recommended finding in correspondence dated January 7, 2014 (Appendix H). The consulting parties provided comments agreeing with the recommended findings (Appendix K).

## 6. Summary of Effect Determinations

Cultural resources documented during the survey of APE include 122 eligible and contributing properties consisting of 59 individually eligible properties, including both residential and commercial buildings and linear properties (five railroads, two sewers, and two irrigation ditches). In addition, there are four listed or eligible historic districts (Table 2).

**Table 2. Historic Districts**

Historic District	Contributing Resources
Riverside Cemetery Historic District	12 contributing resources
National Western Historic District	8 contributing resources
Safeway Historic District	6 contributing resources
Alfred R. Wessel Historic District	49 contributing resources

The density of historic resources along the I-70 alignment required dividing the effect determinations according to section, as described below.

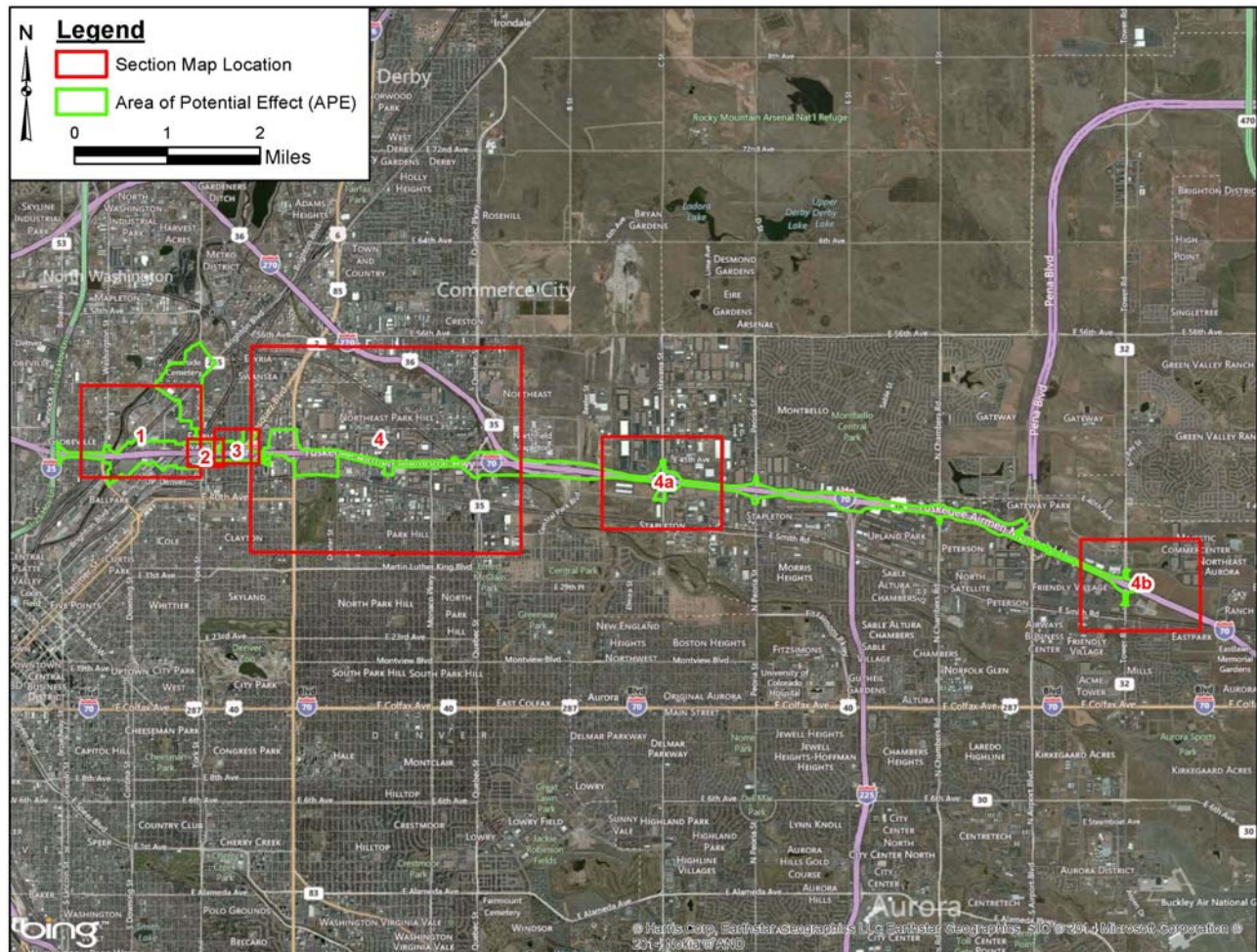
- Section 1: Section 1 of I-70 is located between I-25 and the location where the Union Pacific Railroad crosses I-70 and is bounded on the north by 48th Avenue and on the south by the Denver Coliseum, which is part of the National Western Historic District. It also includes Riverside Cemetery Historic District.
- Section 2: Section 2 of I-70 is located east of where the Union Pacific Railroad crosses I-70 and ends west of Thompson Court. It is part of the Elyria and Swansea Neighborhood and is a mix of commercial, industrial, and residential use. It includes the Nestlé Purina PetCare Company on York Street, the Colonial Motel on East 46th Avenue and Elizabeth Street, two businesses, numerous residential properties, and one railroad segment that supports the eligibility of the overall linear resource. All of the historic properties in this section are eligible as individual properties.
- Section 3: Section 3 of I-70 is located between Thompson Court on the west, and the western boundary of the Market Street Railroad/Chicago, Burlington & Quincy Railroad (5AM1298.2), at approximately Monroe Street, on the east. It includes 49 contributing resources in the Alfred R. Wessel Historic District and individually eligible residential properties on the south side of I-70.
- Section 4: This section includes commercial properties but no residential properties north and south of I-70. The western boundary is the Market Street Railroad (5AM1298.2) at Monroe Street and the eastern boundary is Tower Road and I-70. Section 4a includes the railroad line at I-70 and Havana. Section 4b includes the High Line Canal at I-70 and Tower Road.



- Section 5: The boundaries for Section 5 formerly included the re-alignment and portions of I-70 east of I-270. After the re-alignment alternative was dropped from analysis, Section 5 was eliminated as none of the alternatives still under consideration traverse this area.

An overview of the sections is shown in Figure 16 and details are shown in Figure 17 through Figure 22.

**Figure 16. Historic properties section index**



Each section chapter is organized as follows:

- 1) Description of existing setting of the section
- 2) Description of the alternatives in the section
- 3) Brief summaries of individually eligible resources, then a description of the effects by alternative and option with the Section 106 effect determination. For each resource, the direct and indirect effects are evaluated by alternative and option. Direct effects include those actions that occur at the same time as the action, such as the acquisition and demolition of a building. Indirect effects include those actions that are caused by the action, but occur later in time or are further removed in distance. Indirect effects for visual and noise were evaluated due to the potential for the undertaking to affect the character defining features and aspects of integrity for a resource. In the analysis of potential indirect effects, the alteration of conditions was evaluated relative to the period of significance for each resource. For the visual analysis, the team evaluated the effects from the replacement or removal of the viaduct, the addition of new noise walls and the demolition or removal of other



properties related to the period of significance of the resource. The noise analysis utilized information from the project noise study to evaluate potential noise effects related to the period of significance for the resource.

- i) No-Action Alternative
  - (1) No-Action Alternative, North Option
  - (2) No-Action Alternative, South Option
- ii) Revised Viaduct Alternative
  - (1) Revised Viaduct Alternative, North Option
  - (2) Revised Viaduct Alternative, South Option
- iii) Partial Cover Lowered Alternative
  - (1) Partial Cover Lowered Alternative, Basic Option
  - (2) Partial Cover Lowered Alternative, Modified Option

Table 3 summarizes the number of effects by alternative/option and section.

**Table 3. Summary of effect findings for all alternatives**

Section	Effect Finding	No-Action Alternative		Revised Viaduct Alternative		Partial Cover Lowered Alternative	
		North Option	South Option	North Option	South Option	Basic Option	Modified Option
Section 1	Adverse effect	2	0	2	2	3	3
	No adverse effect	8	10	12	12	13	13
	No historic properties affected	8	8	4	4	2	2
Section 2	Adverse effect	4	1	4	2	7	7
	No adverse effect	21	24	21	23	18	18
	No historic properties affected	0	0	0	0	0	0
Section 3	Adverse effect	1	0	1	2	1	1
	No adverse effect	9	10	9	8	9	9
	No historic properties affected	0	0	0	0	0	0
Section 4 <sup>1</sup>	Adverse effect	0	0	1	1	2	2
	No adverse effect	1	1	8	8	7	7
	No historic properties affected	9	9	1	1	1	1
<b>Totals</b>							
All sections	Adverse effect	7 <sup>2</sup>	1	8 <sup>2</sup>	7 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>
	No adverse effect	41	47	52	53	47	47
	No historic properties affected	15	15	3	3	3	3
	Total	63	63	63	63	63	63

<sup>1</sup> Includes Section 4a and 4b

<sup>2</sup> Total includes adverse effect to entire historic district and demolished contributing properties

## **6.1. Section 1**

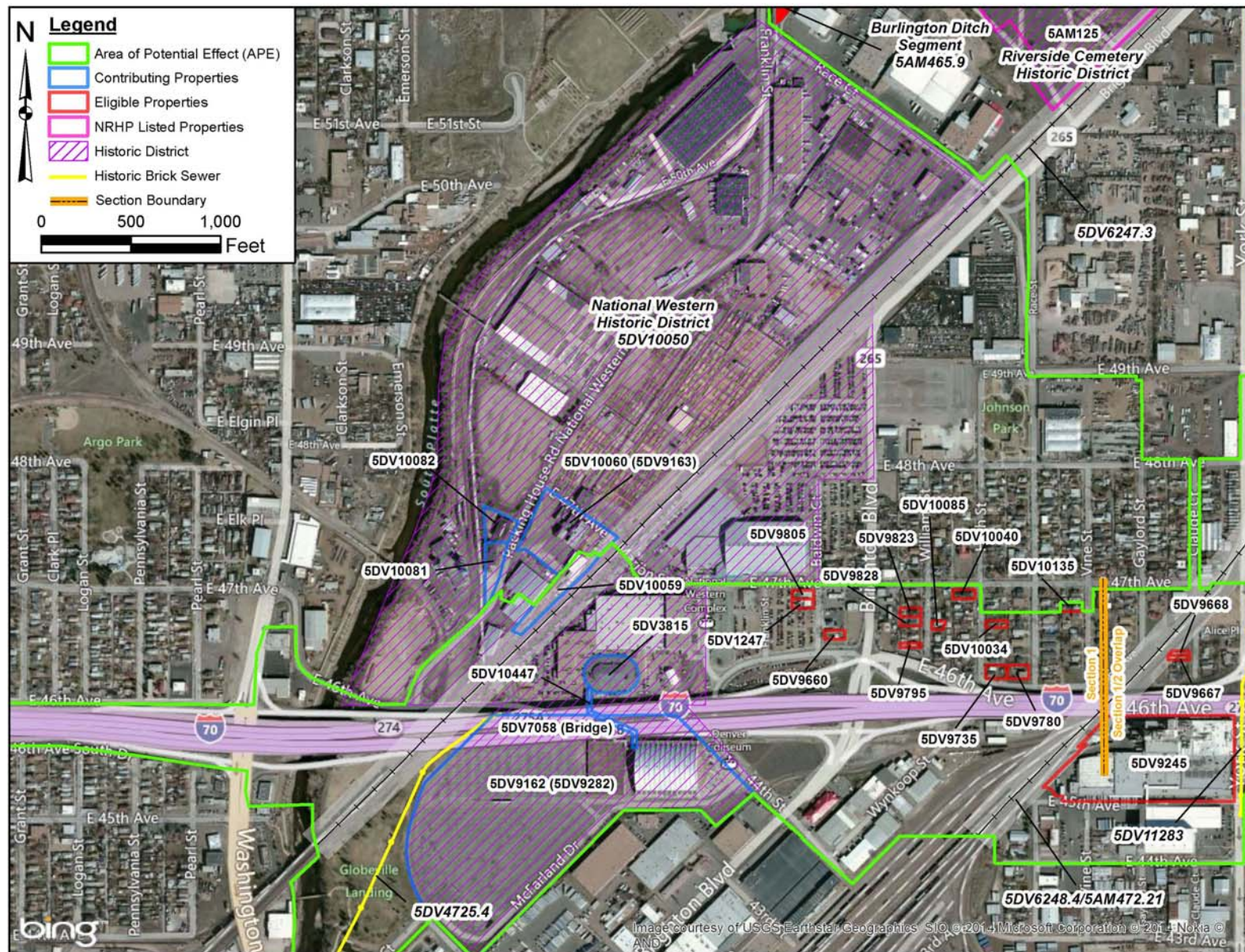
Section 1 of I-70 is located between I-25 and the Union Pacific Railroad and is bounded on the north by 48th Avenue and on the south by the Denver Coliseum, which is part of the National Western Historic District. Figure 17 shows the locations of all resources within Section 1.

### **6.1.1. Description of existing setting for Section 1**

This section, which is the western terminus of the I-70 East project, is dominated by the National Western Historic District, located on both sides of I-70, and extends to the northeast on both sides of National Western Drive, ending at Race Court. The western boundary of the district is the South Platte River, and the eastern boundary of the district is marked by Humboldt Street, Baldwin Court, and Brighton Boulevard (see Figure 17 for more detail). The APE for Section 1 changed since the 2010 report due to the elimination of the Realignment Alternatives along Brighton Boulevard. Properties along Brighton Boulevard and east of the National Western District in the Elyria and Swansea Neighborhood were excluded from the new APE boundaries because they were no longer going to be subject to direct or indirect effects based on their distance from the existing alignment of I-70. The APE still includes Riverside Cemetery because a stormwater drainage system would be constructed on the southwestern edge of the cemetery.



Figure 17. Section 1 historic properties





### 6.1.2. Section 1 alternative descriptions

#### No-Action Alternative

The refinement of engineering designs, combined with the placement of East 46th Avenue beneath the viaduct, would decrease the width of the viaduct constructed for the No-Action Alternative compared with the design evaluated in the 2008 Draft EIS.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action Alternative, North Option) or immediately to the south (No-Action Alternative, South Option). The No-Action Alternative would realign off- and on-ramps at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a total width of approximately 140 feet for the viaduct. An offsite drainage system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery.

#### Revised Viaduct Alternative

In Section 1, the revised viaduct with additional lanes was redesigned to total 197 feet in width, including westbound and eastbound East 46th Avenue underneath the viaduct. For the section of I-70 between Brighton Boulevard and the Union Pacific Railroad, the revised viaduct would be approximately 85 feet wider than the existing viaduct to include shoulders and sidewalks on either side of the viaduct along 46th Avenue. This width includes the reconstruction of the Brighton Boulevard interchange associated with the replacement of the viaduct starting at this point, plus widening of the facility to bring it up to current American Association of State Highway and Transportation Officials (AASHTO) standards.

Visual effects include an increase in the visible mass of the highway itself, plus the visual mass of the proposed 12- to 14-foot-high noise walls. Within Section 1, there are several residences where noise mitigation is recommended because current noise levels are above the Noise Abatement Criteria threshold identified in CDOT's *Noise Analysis and Abatement Guidelines* (updated in 2013). To minimize noise impacts on the adjacent neighborhoods, noise walls would be incorporated with the design of the Revised Viaduct Alternative. An offsite drainage system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery.

The Revised Viaduct Alternative options have the same impacts to historic resources within Section 1.

#### Partial Cover Lowered Alternative

The Partial Cover Lowered Alternative removes the viaduct and reconstructs the highway below the existing ground level. The highway would start descending just west of Brighton Boulevard to reach the maximum depth of approximately 40 feet below ground level just east of the Union Pacific Railroad (5DV6248.4, near the Nestlé Purina PetCare Company) to provide for the railroad crossing above the highway. The remaining portion of the lowered section has a depth of approximately 26 feet below grade. An offsite drainage system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery. In addition, an outfall would be constructed through the Coliseum parking lot and Globeville Landing Park to capture surface runoff that currently flows south to north to prevent the lowered portion of I-70 from flooding.

The widening of I-70 associated with the Partial Cover Lowered Alternative would occur to the north of the existing alignment and result in the location of the highway moving approximately 350 feet closer to the properties on the north than the existing viaduct. Widening to the south is not possible because of the locations of the Union Pacific rail yard and the Nestlé Purina PetCare Company south of I-70.

Noise levels would be reduced for the Partial Cover Lowered Alternative when compared with the No-Action Alternative and Revised Viaduct Alternative because the facility would be below ground level.

Lowering I-70 and removing the existing viaduct between Brighton Boulevard and Colorado Boulevard also would eliminate a dominant skyline obstruction. The visual presence of the highway would be decreased in this area, to be replaced by the gradual lowering of the highway underneath the cover between Columbine Street and Clayton Street.

### 6.1.3. NRHP-eligible properties and effects in Section 1

The following section includes brief summaries of NRHP-eligible or listed districts and contributing resources; linear resources; and architectural resources. A detailed explanation regarding the effects is provided after the resource discussion. A summary of effects in Section 1 is included in Table 10 at the end of this document.

#### Riverside Cemetery, 5201 Brighton Boulevard, (5AM125)

Riverside Cemetery is listed on the NRHP and is located along the east edge of the South Platte River, north of I-70. Begun in 1876, Riverside is Denver's oldest existing cemetery and is the final resting place for a number of Denver's pioneers, including three governors and several other people of significance in Colorado History. Because of its association with the social history of Denver, the resource is significant under Criterion A. Riverside also is significant for its landscape architecture and funerary art, representative of the late 19th and early 20th centuries. As a result, the resource is significant under Criterion C and D as well.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** The No-Action Alternative, North Option would include an outfall system on the north side of I-70 that would capture overland flooding and improve drainage issues in the neighborhoods, including ponds and drainage infrastructure. The offsite drainage system would capture offsite water runoff. The system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery. The drainage system would not be constructed within the historic district boundaries of the cemetery, so there will be no direct effect to the resource. The construction of drainage pipes outside of the district's boundary, which would be underground, would not have an indirect effect on the historic setting of the cemetery because it would not be seen by cemetery visitors or impact the integrity of setting. The construction of a stormwater drainage system near the cemetery will not impact any of the character-defining features of the cemetery or any of the 12 contributing resources within the district, nor will it diminish the ability of the resource to convey significance under Criterion A, C, or D. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in the determination of **No Historic Properties Affected** for Riverside Cemetery.
- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would include an outfall system on the north side of I-70 that would capture overland flooding and improve drainage issues in the neighborhoods, including ponds and drainage infrastructure. The offsite drainage system would capture offsite water runoff. The system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery. The drainage system would not be constructed within the historic resource boundaries of the cemetery, so there will be no direct effects to the resource. The construction of drainage pipes outside of the district's boundary, which would be underground, would not have an indirect effect on the historic setting of the cemetery because it would not be seen by cemetery visitors or impact the integrity of setting. The construction of a stormwater drainage system near the cemetery will not affect any of the character-defining features of the cemetery or any of the 12 contributing resources within the district, nor will it diminish the

ability of the resource to convey significance under Criterion A, C, or D. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in the determination of **No Historic Properties Affected** for Riverside Cemetery.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would include an outfall system on the north side of I-70 that would capture overland flooding and improve drainage issues in the neighborhoods, including ponds and drainage infrastructure. The system would convey stormwater runoff from the I-70 facility north along Claude Court, west along 49th Avenue, and north along Race Street, to the southwestern edge of Riverside Cemetery. The drainage system would not be constructed within the historic resource boundary of the cemetery, so there will be no direct effects to the resource. The construction of drainage pipes outside of the district's boundary, which would be underground, would not have an indirect effect on the historic setting of the cemetery because it would not be seen by cemetery visitors or impact the integrity of setting. The construction of a stormwater drainage system near the cemetery will not affect any of the character-defining features of the cemetery or any of the 12 contributing resources within the district, nor will it diminish the ability of the resource to convey significance under Criterion A, C, or D. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in the determination of **No Historic Properties Affected** for Riverside Cemetery.

#### **York Street/East 40th Avenue Brick Sanitary Sewer (5DV11283)**

This nearly two-mile-long oval-shaped brick sewer was built in 1906. Most brick sewer lines in Denver are circular shaped. Because of its unique shape and workmanship, the sewer is eligible for the NRHP under Criterion D due to the potential to provide important historical information about sewer line design and construction techniques.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This resource is located on the south side of I-70. There are no direct effects associated with the work and no temporary or permanent construction easements or right of way (ROW) would be acquired from the resource. Because the resource is located underground, there also are no anticipated indirect effects to the resource via visual effects or noise. Because there would be no impacts to the resource, CDOT concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** to the resource.
  - **No-Action Alternative, South Option:** This option will have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This resource is located on the south side of I-70 and would not be subject to any direct effects via property acquisition under the Revised Viaduct Alternative, North Option. Because the resource is located underground, it would not be subject to any audio or visual effects to the resource. Therefore, the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to the resource.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option since the resource is located beyond the

proposed limits of the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** Under this alternative, the sewer line would be directly affected. It would be removed and a new sewer would be constructed in its place. Because this alternative would directly affect the sewer line and result in its removal, CDOT has determined the Partial Cover Lowered Alternative would result in an **Adverse Effect** to the resource.

### **Delgany Common Interceptor Sewer (5DV4725)**

The recorded segment of the Delgany Common Interceptor Sewer is a 1.40-mile-long brick sanitary sewer that was constructed in 1895 when the Delgany Sewer was extended from lower downtown to the South Platte River near 46th Avenue. It was extended north of I-70 in 1937. It is buried approximately 10 feet underground. The brick sewer lines are associated with the early development of Denver and demonstrate techniques the city used to build sewers during the period of significance, 1880 to 1937, for dealing with the removal and conveyance of sanitary waste and stormwater. The entire sewer is significant for its construction of three concentric rings of brick and is eligible for registration with the NRHP under Criterion D for the important information this sewer line could yield regarding early sewer design and construction techniques. This segment supports the overall eligibility of the resource.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** Under this option, there would not be any construction activities in the vicinity of the sewer; therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected**.
  - **No-Action Alternative, South Option:** Under this option, there would not be any construction activities in the vicinity of the sewer; therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** Under this option, there would not be any construction activities in the vicinity of the sewer; therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Historic Properties Affected** for this resource.
  - **Revised Viaduct Alternative, South Option:** Under this option, there would not be any construction activities in the vicinity of the sewer; therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** Improvements in this area would occur over the brick-lined sewer. The sewer itself will not be affected directly or indirectly. Because of this, CDOT has determined the project would result in a **No Adverse Effect** finding.

### **Burlington Ditch/O'Brien Canal (5AM465)**

The entire Burlington Ditch was determined to be Officially Eligible for the NRHP on February 26, 1988. It is significant under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado. Within the recorded segment, 13 various crossing structures traverse the ditch, and several portions of the ditch have been lined with concrete. Despite these alterations, the changes impact a small portion of the ditch and the recorded segment retains sufficient integrity to support the eligibility of the



entire linear resource under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** As part of the stormwater outfall structure into the South Platte River, a pipe would be placed over a portion of the Burlington Ditch/O'Brien Canal in a location where the ditch has been altered previously by a concrete channel that was constructed after the period of significance from 1886 to 1909 and is considered a non-historic alteration to the resource. The ditch/canal already has multiple crossings over it, and the addition of another pipe in an already impacted area will not diminish the integrity of the resource or its ability to convey significance under Criterion A. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for the Burlington Ditch/O'Brien Canal.
- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** As part of the stormwater outfall structure into the South Platte River, a pipe would be placed over a portion of the Burlington Ditch/O'Brien Canal in a location where the ditch has been altered previously by a concrete channel that was constructed after the period of significance from 1886 to 1909 and is considered a non-historic alteration to the resource. The ditch/canal already has multiple crossings over it, and the addition of another pipe in an already impacted area will not diminish the integrity of the resource or its ability to convey significance under Criterion A. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** for the Burlington Ditch/O'Brien Canal.
- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** As part of the stormwater outfall structure into the South Platte River, a pipe would be placed over a portion of the Burlington Ditch/O'Brien Canal in a location where the ditch has been altered previously by a concrete channel that was constructed after that period of significance from 1886 to 1909 and is considered a non-historic alteration to the resource. The ditch/canal already has multiple crossings over it, and the addition of another pipe in an already impacted area will not diminish the integrity of the resource or its ability to convey significance under Criterion A. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for the Burlington Ditch/O'Brien Canal.

**National Western Historic District (5DV10050 includes 5DV3815, 5DV9162 [5DV9282], 5DV10059, 5DV10060 [5DV9163], 5DV10081, 5DV10082, and 5DV10447)**

The National Western Complex, containing 47 buildings and features, has been identified as a historic district, eligible for listing on NRHP under Criteria A and C. Ten of the 47 buildings and features have been evaluated for NRHP eligibility, and eight have been determined to be contributing resources. Eight contributing resources in the historic district are within the revised APE (see Table 4).

The National Western Historic District is eligible under NRHP Criterion A because of the area's relationship to the commerce, economics, and social history of Colorado. The district also is eligible under NRHP Criterion C because of the diversity of building styles and types in the area. The area contains various

architectural styles, such as the Denver Terrace, Classical Revival, Early 20th Century American Movement's Commercial, Modern Movement's Moderne, and International. The area is significant to Colorado's commerce because of its ties to the old meat packing industries that were present in the Denver Union Stock Yard. The Denver Union Stock Yard Company helped fund the National Western Stock Show for many years, beginning in 1906. Estimates of the impact of this district on the local economy in 1913 were around \$2 million. This number grew steadily as the National Western Stock Show expanded its facilities. The most recent study in 2005 suggested that some 650,000 visitors spent \$84.1 million during the National Western Stock Show.

Over the years, the National Western Stock Show purchased tracts of land from the Denver Union Stock Yards and the associated packing house industries in the area. With the slow demise of the Denver Union Stock Yards in the 1960s, the company began to sell off its land to the National Western Stock Show. This partnership of land acquisition helped the National Western Stock Show grow in size and popularity. The Denver Union Stock Yards finally closed its doors in 1983. The National Western Stock Show and the City and County of Denver have embarked on a new plan to update and modernize the facilities at its current location.

**Table 4. Contributing resources in the National Western Historic District**

Site Number	Resource Name	Address
5DV3815	National Western Stadium Arena— Field eligible	4600 Humboldt Street
5DV7058	I-70 Bridge and Cattle Overpass over East 46th Avenue (E-17-CJ)	Milepost 274.9
5DV9162 (5DV9282)	Denver Coliseum	1300 East 46th Avenue
5DV10059	K-M Building Café/National Western Stock Show Coffee Shop	4699 Marion Street
5DV10060 (5DV9163)	Denver Union Stock Yard Building/ Live Stock Exchange Building	4701 Marion Street
5DV10081	Neorama Property/Artist Studio	4701 National Western Drive (Packing House Road)
5DV10082	McConnell Welders	4747 National Western Drive (Packing House Road)
5DV10447	Livestock Bridge and Flyover— Field eligible	Crosses I-70 between stadium and coliseum

- **No-Action Alternative**

**No-Action Alternative, North Option:** The Denver Coliseum 5DV9162 (5DV9282) is located south of the viaduct in Section 1 and is a contributing resource of the National Western Historic District. The historic district is not within the area of direct effects of the No-Action Alternative, North Option because the viaduct has been replaced already between I-25 and Brighton Boulevard. It also is outside of any potential indirect effects from the work because it is 800 feet west of the portion of the viaduct that would be replaced, thus making it far enough removed that any work involved in the replacement of this section of viaduct would not create an increase in noise or a change in the visual appearance for the district. None of the character-defining features of the district will be affected, and the ability of the district or any contributing feature to convey relationship to and significance in the commerce, economics, and social history of Colorado will not be diminished. In addition, the work proposed for this alternative will not diminish the ability of the district to convey significance under Criterion C. There would be no change to the viaduct in this location in terms of capacity or configuration. Therefore, the determination of effect for this historic

district for the No-Action Alternative, North Option would be **No Historic Properties Affected**.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** There would be no temporary or permanent construction easements or ROW acquisition of any portion of the district associated with the Revised Viaduct Alternative, North Option. I-70 would be restriped through the district to add one general-purpose lane or two managed lanes in each direction to add capacity, but the reconstruction of the viaduct and widening begins east of Brighton Boulevard, approximately 800 feet east of the eastern edge of the district. The reconstruction work would not impact the National Western Historic District directly because it would take place 800 feet from the district and would not be visible from the district.

The Revised Viaduct Alternative, North Option will not result in any visual impacts, as changes to the appearance of the viaduct will occur 800 feet east of the district and changes will not be discernible from the district. This alternative would, however, result in a small increase in traffic noise over time within the district due to the capacity increase and shifting of the lanes, although detailed noise analysis of commercial areas was not performed as part of the noise study. Although the restriping of I-70 within the district boundaries constitutes an effect, it will not alter the character-defining features of the district or the ability of the district to convey significance to the NRHP under Criteria A and C. The district will still retain its association with the commercial, economic, and social history of Colorado, and the diverse building styles and types will remain unaltered. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** for this resource.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** There would be no temporary or permanent construction easements or ROW acquisition of any portion of the district associated with the Partial Cover Lowered Alternative. I-70 would be restriped through the district to add one general-purpose lane or two managed lanes in each direction to add capacity. The lowering of I-70 would begin east of Brighton Boulevard, approximately 360 feet east of the eastern edge of the district. The reconstruction work would not impact the National Western Historic District directly because it would take place 360 feet from the district and would not be visible from the district.

A stormwater outfall pipe would be installed south of I-70, which would be built south of the Denver Coliseum underneath the parking lot between the Coliseum and the South Platte River. The outfall system would result in the placement of a new stormwater pipe underneath the pavement, which is not original and has been re-paved as needed throughout the years. This would not change or modify the current appearance of the district or its contributing buildings. The Partial Cover Lowered Alternative would result in a small increase in traffic noise over time within the district due to the capacity increase and shifting of the lanes, although detailed noise analysis of commercial areas was not performed as part of the noise study. Although the stormwater drain and restriping of I-70 within the district boundaries constitute an effect, they will not alter the character-defining features or the



ability of the district to convey significance to the NRHP under Criterion A or C. The district will still retain its association with the commercial, economic, and social history of Colorado, and the diverse building styles and types will remain unaltered. Therefore, CDOT concludes the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this resource.

### **Burlington and Colorado Railroad/Chicago, Burlington, and Quincy Railroad (CB&Q) (5DV6247)**

The segment of the Burlington and Colorado Railroad/Chicago, Burlington, and Quincy Railroad (CB&Q) within the APE consists of a four-track segment of standard-gauge railroad passing underneath I-70 leading to the north Denver rail yards. The southernmost boundary starts at East 44th Avenue and the South Platte River. The rail line continues diagonally at a northeast direction through the present day National Western Historic District, along Brighton Boulevard past Race Court, to the east of Riverside Cemetery, and crosses York Street at approximately East 54th Avenue. It continues northeast, crossing the existing Rock Island Railroad tracks south of East 56th Avenue and southwest of the SunCor oil refinery. The northern boundary of the segment is at the intersection of I-270 and the Union Pacific Railroad. This railroad line was originally built in 1882 as the Burlington and Colorado Railroad, a subsidiary of the CB&Q railroad. In 1908, CB&Q absorbed Burlington and Colorado, along with several other subsidiaries. In 1970, CB&Q merged with the Great Northern and Northern Pacific Railroads and others to form the Burlington Northern, which became the BNSF Railway in 1995. The tracks, rail ties, and track bedding have been replaced or modified, and a number of spurs have been rerouted or altered to accommodate the changing business climate of the areas through which it travels. However, research indicates that this segment of mainline remains located along its original alignment and historic ROW. The segment maintains sufficient integrity to convey significance under Criterion A as a critical segment of railroad that played an important role in the commercial development of metropolitan Denver and Colorado and supports the overall eligibility of resource 5DV6247.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This segment is located underneath a section of the viaduct that already has been replaced and where no work would take place for the No-Action Alternative, North Option. Because no changes will occur to the character-defining features of the resource—including its alignment, elevation, or width—and the integrity of setting will not be altered by the introduction of any new visual or increased audio elements, CDOT has determined that the No-Action Alternative, North Option would result in a finding of **No Historic Properties Affected**.
- **No-Action Alternative, South Option:** This segment is located underneath a section of the viaduct that already has been replaced and where no work would take place for the No-Action Alternative, South Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This segment is located underneath a section of the viaduct that already has been replaced and where no work would take place for the Revised Viaduct Alternative, North Option. Because no changes will occur to the character-defining features of the resource—including its alignment, elevation, or width—and the integrity of the setting will not be altered by the introduction of any new visual or increased audio elements, CDOT has determined the work for the Revised Viaduct Alternative, North Option would result in a finding of **No Historic Properties Affected**.
- **Revised Viaduct Alternative, South Option:** This segment is located underneath a section of the viaduct that already has been replaced and where no work would take place for the Revised Viaduct Alternative, South Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This segment is located underneath a section of the viaduct that already has been replaced and where no work would take place for the Partial Cover Lowered Alternative. Because no changes will occur to the character-defining features of the resource—including its alignment, elevation, or width—and the integrity of setting will not be altered by the introduction of any new visual or increased audio elements, the project will result in a determination of **No Historic Properties Affected** for the resource.

### **Kosik Residence, 4681–4683 Baldwin Court (5DV1247)**

This is a one-story, dual-occupancy residential building located north of I-70 with a flat roof and is treated with five-course American common bond masonry. The 2012 survey found the resource is in good condition generally, but the paint is peeling on the door frames and window frames. In addition, there is possible water damage on the south side of the roof. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located west of Brighton Boulevard and northwest of the existing viaduct. The viaduct would remain in its current location but expand slightly to the north nearer to this building. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location; however, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C. Therefore, the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected**.

- **No-Action Alternative, South Option:** CDOT has made the same determination for this option: **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

**Revised Viaduct North Option:** The property is eligible under Criterion C in the area of Architecture. It would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp that would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 250 feet, thus moving it closer to this property. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been

diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C. The construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this option.
- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 350 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but there would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition to the introduction of the viaduct outside the period of significance, the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect**.

#### **Torres Residence, 4656 Baldwin Court (5DV9660)**

This is a one-and-one-half-story, rectangular plan, residential building located north of I-70, made of stucco construction with a front gabled roof. The 2012 survey found the front porch balustrade and banisters were replaced. The new material is cast concrete blocks. In addition, the trim has been repainted from green to brown. Although it has received some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located west of Brighton Boulevard and northwest of the existing viaduct. The replacement viaduct would remain in its current location, but expand slightly to the north closer to this building. No temporary or permanent easements or ROW acquisitions would be necessary for this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1891, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C.



The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised when the existing viaduct was built, surrounding original buildings were removed, newer residences and industrial buildings were constructed, and original building materials were modified. This building would be located approximately 300 feet from the viaduct, and other indirect effects, including visual changes to the setting, are not expected. Noise modeling for this option did find the need for noise mitigation in the form of noise walls. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the reconstruction of the viaduct will not impact the resource's ability to convey significance under Criterion C. CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected**.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property is eligible for the NRHP under Criterion C in the area of Architecture. It would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 275 feet, causing it to be closer to this property. This property was constructed in 1891, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C; therefore, the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect**.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 275 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but

there would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1891, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition to the introduction of the viaduct outside the period of significance, the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect**.

### **Rudy/Bernal Residence, 4618 High Street (5DV9735)**

This is a one-story, rectangular plan, residential building located north of I-70 with a front and rear gabled roof. The 2012 survey found the brick and trim repainted. There is a new, barrel shaped greenhouse/storage building directly to the north of the residence. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of this property located between the southern termini of Williams Street and High Street. The existing East 46th Avenue, which connects Williams Street and Gaylord Street, would be shifted to the north. This places the alignment of East 46th Avenue in the location of this building, which would be demolished for the new viaduct structure. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.
- **No-Action Alternative, South Option:** For the No-Action Alternative, South Option, the viaduct would be widened to the south and would be approximately 10 feet closer to this property than its current location. There would be no direct effects associated with the proposed work through temporary or permanent easements, but there would be indirect effects related to noise, visual, and setting changes in the area due to the reconstruction of the viaduct. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition to the introduction of the viaduct outside the period of significance, the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** With the Revised Viaduct Alternative, North Option, this property is within the area where East 46th Avenue would be reconstructed underneath the revised viaduct and the building would be demolished. Therefore, CDOT has determined this option would result in an **Adverse Effect**.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has determined the Revised Viaduct Alternative, South Option would result in an **Adverse Effect**.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property is within the area where East 46th Avenue would be reconstructed for the Partial Cover Lowered Alternative. The alternative would result in the acquisition of this property and demolition of this building. Therefore, CDOT has determined this alternative would result in an **Adverse Effect**.

### **Garcia Residence, 4617–4625 Race Street (5DV9780)**

This is a two-story, square plan, four-unit multiple family residential building located north of I-70 constructed of stucco and brick with a flat roof. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the 19th-century Commercial style in the terraced townhouse form with Classical Revival decorative elements. The 2012 recording found the resource is in fair condition. There is a large patch the size of one-third of the eastern portion of the north façade that needs painting. The northeastern corner near the first floor of the building needs to be re-stuccoed. All the trim on the building needs to be painted. The chimneys need to be re-stuccoed and tuck-pointed.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of this property. The existing East 46th Avenue, which connects Williams Street and Gaylord Street, would be shifted to the north. This places the alignment of East 46th Avenue in the location of this building, which would be demolished for the new viaduct structure. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.
  - **No-Action Alternative, South Option:** For the No-Action Alternative, South Option, the viaduct would be widened to the south and would be approximately 10 feet closer to this property than its current location. There would be no direct effects, such as temporary or permanent easements, but it would be subject to indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** With the Revised Viaduct Alternative, North Option, this property is within the area where East 46th Avenue would be reconstructed underneath the revised viaduct. The alternative would require the acquisition of the property



and demolition of this building. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in an **Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in an **Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property is within the area where East 46th Avenue would be reconstructed for the Partial Cover Lowered Alternative. The alternative would result in the acquisition of the property and demolition of this building. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this resource.

#### **Adams Clock LLC/Mann Residence, 4645 Williams Street (5DV9795)**

This is a one-story, brick, L-shaped plan, residential building with a flat roof located north of I-70. The 2012 recording found the resource is in good condition. Tuck-pointing is needed on the northeastern corner of the building, near the roof. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture since it is representative of the Denver Terrace form.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is approximately 140 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 75 feet to 100 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1907, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option creates similar effects as the No-Action Alternative, North Option (the residence would be approximately 85 feet from the existing viaduct structure). Therefore, CDOT has concluded that there would be a determination of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property is located north of the viaduct and between Brighton Boulevard and Vine Street. It would not be subject to temporary or permanent easements or ROW acquisition under the Revised Viaduct Alternative, North Option. It would experience effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-

ramp that would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 230 feet, pushing it closer to this property. This property was constructed in 1907, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C. The construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect**.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** for this option.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 250 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisitions, and also no indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1907, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect**.

### **E.G. Trading Post, 1630–1632 East 47th Avenue (5DV9805)**

Coors Brewing Company initially constructed this building as a brewery tavern to service the Union Stock Yards. Following the 1916 state Prohibition laws, it was converted into a general store/grocery (federal prohibition laws began in 1919). The 2012 recording found paint is peeling on the wood above the windows and on the garage door on the north side of the building. No other modifications or additions were noted since the prior recordation. This building is significant due to its association with the social history of the Elyria neighborhood as a local brewery and saloon (Criterion A) and for its architectural value (Criterion C) as representative of a commercial form of the Denver Terrace style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located west of Brighton Boulevard and northwest of the existing viaduct. The viaduct would remain in its current location, but expand slightly to the north nearer to this building. No temporary or permanent easements or ROW acquisitions would be necessary. Potential indirect effects include visual changes to the setting and increases in noise. The property was constructed in 1898, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion A or C. The construction of a replacement viaduct will not introduce a new visual element to the setting, as a viaduct currently exists. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. This action would not directly or indirectly diminish the integrity of the property's significant historic features, as it would still be able to convey significance for its association with the social history of the Elyria neighborhood and as a representative example of a commercial form of the Denver Terrace style. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains the integrity of design, workmanship, and materials needed to support its eligibility under Criterion A and C. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected**.

- **No-Action Alternative, South Option:** The same determination has been made for this option: **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property is located north of the viaduct and between Brighton Boulevard and Vine Street. It would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 275 feet closer to the resource. The commercial building would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevation noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. Another visual alteration will occur with the demolition of the existing viaduct.

This resource was constructed in 1898, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement, and the construction of a replacement viaduct closer to the resource will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion A and C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features. The building will retain integrity of design, workmanship, materials, association, and feeling necessary to support eligibility under Criterion A for its association with the social history of the Elyria neighborhood and Criterion C as a good example of a commercial form of the Denver Terrace style. Therefore, CDOT



has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect**.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be directly affected through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 275 feet closer to I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1898, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion A or C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, materials, feeling, or association contributing to the resource's significance under Criterion A or C since the property would not alter the character-defining features that qualify it for inclusion in the NRHP. CDOT has concluded that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect**.

#### **Miller Residence, 4675 Williams Street (5DV9823)**

This is a one-and-one-half-story, brick, rectangular plan, residential building with a front gabled roof, located north of I-70. The 2012 survey found an aluminum-framed storm door was added to the front door on the east façade. Two skylights, framed with metal, have been added to the north and south facades, placed near the eastern portions of the roof. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good representation of a late Victorian Vernacular style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is 450 feet to 500 feet from the existing viaduct structure. The replacement viaduct would be widened, expanding it approximately 100 feet to 150 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location; however, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would be a perceptible increase in noise for the No-Action Alternative, North Option, mitigated by noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible

under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian Vernacular style architecture. CDOT, therefore, concludes the effects would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option (although the property would be 20 feet closer to the viaduct). Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 225 feet, moving it closer to this property. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect**.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 250 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but there would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered



highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has concluded that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect**.

### **Herzberg Property, 4665–4669 Williams Street (5DV9828)**

This is a brick, one-story, U-shaped plan, multiple family residential building with a flat roof, located north of I-70. The 2012 survey found no modifications to the property since the previous survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture. It is eligible for listing on the NRHP under Criterion C as a good architectural representative of the Denver Terrace style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is 400 feet to 450 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 100 feet to 150 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** Similar effects as the No-Action Alternative, North Option would be experienced (although the property would be 20 feet closer to the viaduct) for this resource. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative**

**Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 225 feet, moving it closer to this property. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative, South Option:** A similar effect as the Revised Viaduct Alternative, North Option would occur for this resource. Therefore, CDOT has determined that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 250 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but there would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has concluded that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this resource.

### **Ponce Residence, 4668 High Street (5DV10034)**

This is a one-story, rectangular plan, residential building constructed with horizontal siding, with a front gabled roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as representative of the late 19th century American Movement's Vernacular style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is 300 feet to 450 feet from the existing viaduct structure. The replacement viaduct would be widened, moving it approximately 85 feet closer to the property. There would be no direct effects associated with the proposed work, through temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of

surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option has a similar effect as the No-Action Alternative, North Option (though it will be five feet closer). Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject direct effects such as temporary or permanent easements or ROW acquisitions for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 160 feet, moving it closer to this property. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.
  - **Revised Viaduct Alternative, South Option:** This option has a similar effect as the Revised Viaduct Alternative, North Option for this resource. Therefore, CDOT has determined the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 225 feet closer to I-70. There would be no direct effects through temporary or permanent easements or ROW acquisition from the proposed work, but there would be indirect effects related to noise, visual, and setting changes in the area due to the



lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this resource.

### **Garcia Residence, 4695 High Street (5DV10040)**

This is a brick, one-and-one-half-story, rectangular plan, residential building with a front gabled roof, located north of I-70. The 2012 survey found the resource re-painted. The resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian Vernacular style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is 450 feet to 500 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 75 feet to 110 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1903, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option for this resource. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisitions for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 200 feet, moving it closer to this property. This property was constructed in 1903, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its

replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **South Option:** This resource would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 210 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but indirect effects related to noise, visual, and setting changes in the area would result due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1903, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** for this resource.

#### **Krestchmar Property, 4662–4664 Williams Street (5DV10085)**

This is a one-story, rectangular plan, multiple family residential building with a brick foundation and brick wall construction that has a front gabled roof, located north of I-70. Sometime between 2006 and 2012, the window on the south side of the east façade was replaced with a paired, double-slider window. The windows on the first floor, south façade, also have been replaced. On the south façade, there is one large single-paned window, then a paired double-hung window. These are replacement windows since the 2006 site visit. In addition, the stucco on the east and southern roof gables has been repainted. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of the Craftsmen style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct and is 350 feet to 400 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 75 feet to 100 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and

increases in noise. This property was constructed in 1937, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criterion C. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have similar effects as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 215 feet, moving it closer to this property. This property was constructed in 1937, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would have a determination of **No Adverse Effect** for this resource.



- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 195 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but there would be indirect effects, related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1937, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** for this resource

### **Abrams/Loretta Residence, 4679 Vine Street (5DV10135)**

This is a one-and-one-half-story, stucco covered wall construction, rectangular plan, residential building with a cross-gabled roof, located north of I-70. Sometime between 2006 and 2012, the resource was repainted a light grey. The trim of the resource was repainted a dark grey. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good representative of late Victorian Vernacular style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located in the block directly north of the viaduct, and is 450 feet to 500 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 110 feet closer to the property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance. Therefore, CDOT concludes the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option, though the viaduct would be 20 feet closer to the property. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp, which would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location, but be widened to the north by approximately 190 feet, moving it closer to this property. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative, South Option:** This option would experience similar effects as the Revised Viaduct Alternative, North Option (though the viaduct will be 100 feet closer). Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the roadway to the north, resulting in the historic property being located approximately 250 feet closer to I-70. There would be no direct effects from the proposed work through temporary or permanent easements or ROW acquisition, but there would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition to the introduction of the viaduct outside the period of significance, the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** for this resource.

## 6.2. Section 2

Section 2 of I-70 is located east of the Union Pacific Railroad segment and ends west of Thompson Court. It is part of the Elyria and Swansea Neighborhood and is a mix of commercial, industrial, and residential use. It includes the Nestlé Purina PetCare Company on York Street, the Colonial Motel on East 46th Avenue and

Elizabeth Street, two businesses, 23 residential properties, and one railroad segment that supports the eligibility of the overall linear resource. All of the historic properties in this section are eligible as individual properties, as shown in Figure 18.

### **6.2.1. Description of existing setting for Section 2**

As in Section 1, the history and development of the properties in Section 2 are closely related to the National Western Stock Show. The section includes businesses that cater to visitors to the Stock Show, such as the Colonial Motel and gas stations/convenience stores, as well as a diverse collection of individually eligible historic residences in Elyria and Swansea. These blocks were evaluated by CDOT for a potential historic district, but it was determined that many of the original houses in the Elyria and Swansea Neighborhood had been altered with additional massing, modifications to building materials, and removal of architectural ornamentation. In addition, due to the removal of many of the original buildings and the intrusion of newer residential and industrial buildings, the blocks do not convey the feeling, setting, and association of turn-of-the-20th-century neighborhoods needed to be eligible as a historic district. Even though there are several properties that convey specific architectural styles and forms under Criterion C, the historic setting has been altered over the years.



Figure 18. Section 2 historic properties



## **6.2.2. Section 2 Alternative Descriptions**

### **No-Action Alternative**

The replacement of the viaduct would begin at Brighton Boulevard and end at Colorado Boulevard. The viaduct already has been replaced with a new structure between I-25 and Brighton Boulevard. The refinement of engineering designs, combined with the placement of East 46th Avenue beneath the viaduct, would decrease the width of the viaduct constructed for the No-Action Alternative from the alternative evaluated in 2010.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action Alternative, North Option) or immediately to the south (No-Action Alternative, South Option). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 140 feet for the viaduct.

### **Revised Viaduct Alternative**

The Revised Viaduct Alternative would remain on the existing I-70 alignment, but would add two general-purpose lanes in each direction between Brighton Boulevard and Colorado Boulevard. Or, with the Managed Lanes Option, this alternative would add two managed lanes instead of general-purpose lanes in the same area. Within Section 2, the width of the general-purpose lanes and managed lanes are identical. The Revised Viaduct Alternative, North and South Options would shift the alignment to either side of the interstate.

In Section 2, the revised viaduct with additional lanes was redesigned to total 197 feet in width, including westbound and eastbound East 46th Avenue underneath the viaduct. The revised viaduct would be approximately 115 feet wider than the existing viaduct, for a possible maximum width of 205 feet for the section of I-70 between Brighton Boulevard and the Union Pacific Railroad, which would include shoulders and sidewalks on either side of the viaduct along 46th Avenue. This width includes the reconstruction of the Brighton Boulevard interchange associated with the replacement of the viaduct starting at this point, plus widening of the facility to bring it up to current AASHTO standards.

The existing setting of the neighborhood already is dominated by the presence of I-70, so the individually eligible residences are representative of architectural styles but do not form a cohesive district.

### **Partial Cover Lowered Alternative**

The Partial Cover Lowered Alternative would remove the viaduct and reconstruct the highway below the existing ground level. The Partial Cover Lowered Alternative would reach its maximum depth of approximately 40 feet below ground surface in Section 2, just east of the Union Pacific Railroad (5DV6248.4), near the Nestlé Purina PetCare Company, to accommodate the existing railroad crossing above the highway. The remaining portion of the lowered section has a depth of approximately 26 feet below grade.

The widening of I-70 associated with the Partial Cover Lowered Alternative would occur to the north of the existing viaduct and result in the location of the highway shifting approximately 350 feet closer to the properties than the existing viaduct. Widening to the south is not possible because of the locations of the Union Pacific rail yard and the Nestlé Purina PetCare Company south of I-70.

Noise levels would be reduced for the Partial Cover Lowered Alternative when compared with the No-Action Alternative and Revised Viaduct Alternative because the facility would be lowered.

Lowering I-70 would eliminate a dominant skyline obstruction. The visual presence of the highway would be decreased in this area, to be replaced by the gradual lowering of the highway underneath the cover between Columbine and Clayton Streets.



### 6.2.3. NRHP-eligible properties and effects in Section 2

The following section includes brief summaries of NRHP-eligible properties and associated effects in Section 2. A detailed explanation regarding the effects is provided for those properties with more complicated impacts from the project. A summary of effects in Section 2 is included in Table 11 at the end of the document.

#### Union Pacific Railroad (5DV6248)

Resource 5DV6248.4 is a segment of the Union Pacific Railroad (5DV6248) that consists of four to six standard-gauge railroad tracks. Within the project corridor, the railroad is located just west of the Nestlé Purina PetCare Company. The railroad passes underneath the existing I-70 viaduct via the Union Pacific Railroad bridge (E-17-Z/5DV7062, determined to be not eligible for the NRHP), which goes over East 46th Avenue and travels into the north Denver rail yards. This segment, currently in use and maintained, was originally part of the Denver Pacific Railway and Telegraph. Denver Pacific, Kansas Pacific, and the Denver and Boulder Valley Railway operated as a single system in this area until 1878. The Denver Pacific line was sold to Union Pacific Railroad in 1880. Union Pacific Railroad has retained ownership, although the line is generally known as the Denver Pacific. The tracks, rail ties, and track bedding within the segment have been replaced or modified, and a number of spurs have been rerouted or altered to accommodate the changing business climate of the areas through which they travel. Research indicates that this segment of mainline remains located along its original alignment and historic ROW. The railroad is eligible for NRHP inclusion under Criterion A for its role in the commercial development of metropolitan Denver and Colorado and the segment within the project area retains sufficient integrity to support the entire linear resource.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** For the No-Action Alternative, North Option, the existing Union Pacific Railroad bridge (E-17-Z) over East 46th Avenue would remain in place. Reconstruction of the viaduct above the Union Pacific Railroad bridge would require a construction easement of approximately 300 feet. The proposed work, however, would not change or modify the current appearance of the railroad grade or any of the character-defining features, including the alignment or elevation. The replacement of the viaduct would change the setting of the railroad. The area surrounding the setting, however, has already been modified outside of the period of significance with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted, the integrity of design and association will remain and the proposed work will not impact the ability of the railroad to convey significance under Criterion A. CDOT has determined that the No-Action Alternative, North Option would have **No Adverse Effect** to 5DV6248.
- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would require a similar construction easement as the No-Action Alternative, North and South Options. In addition to the viaduct construction, a 4-foot by 10-foot storm drain would be bored beneath the tracks at Claude Court, which may result in track bed impacts. At this time, it is anticipated that no easements would be required within the historic ROW to facilitate construction or maintenance of the storm drain pipe and the bore locations. Although the pipe would result in impacts to the track bed, the track will be returned to its current condition following construction. The tracks and ballast in the area are not original and have been maintained over the years. The impacts to the track bed will not diminish any integrity of materials or workmanship, as those aspects have already been impacted. The replacement of the viaduct would change the setting of the railroad. The area surrounding the setting, however, has already been modified outside of the period of significance with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted, the integrity of design and association will remain and the proposed work will not



impact the ability of the railroad to convey significance under Criterion A. CDOT has determined that the Revised Viaduct Alternative, North Option would have **No Adverse Effect** to 5DV6248.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would require the removal of the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, replacing it with a lowered section of highway that would begin at this railroad segment. This would include removing the Union Pacific Railroad bridge and constructing a new, multi-span bridge that would carry the railroad over the reconstructed I-70 and eastbound and westbound lanes of East 46th Avenue. The bridge to be replaced, Structure E-17-Z (5DV7062), was determined not to be eligible for the NRHP on May 28, 2013, per SHPO correspondence. Temporary track relocation would be required to make the new bridge construction easier. The removal of the existing bridge, which currently carries the railroad over East 46th Avenue, and the temporary relocation of the tracks would change the current appearance of the railroad. This alternative would require a construction easement of approximately 549 feet of the railroad. The Partial Cover Lowered Alternative would require the same storm drain as with the Revised Viaduct Alternative, North and South Options. Because this option requires removing a physical feature of the railroad, which will diminish the integrity of design, CDOT has determined that the Partial Cover Lowered Alternative would have an **Adverse Effect** to 5DV6248.

#### **Hovan/Plazola Residence, 4673 Josephine Street (5DV1172)**

This brick, one-story, rectangular plan, residential building with a front gabled roof was constructed in 1890 and is located north of I-70. The 2012 survey found the lower northeastern corner on the east façade of the building needs tuck-pointing. The front façade brick and trim were re-painted, the front security door removed, and the front window on the east façade replaced with a window that has a fixed pane on the top and a double slider on the bottom of the window. Although it has undergone some modern alterations, the building retains sufficient integrity of design, workmanship, feeling, association, and setting to support its eligibility to the NRHP under Criterion C.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. This action would not directly or indirectly diminish the integrity of the property's significant historic features as it would still be able to convey architectural significance under Criterion C. In addition to the construction of the viaduct outside of the period of significance, the integrity of setting has further been diminished by the removal of original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

This action would not directly or indirectly diminish the integrity of the property's significant historic features, as it would still be able to convey architectural significance under Criterion C. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be justify its eligibility under Criterion C, so the construction of new noise walls and other visual changes will not impact the integrity of design. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for this option. However, there would be noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacing the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 300 feet closer to the property. The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevation noise levels, which would limit the noise effects to within the range considered acceptable. Another visual alteration will occur with the demolition of the existing viaduct. This resource was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement and the construction of a replacement viaduct closer to the resource would not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features. The building will retain integrity of design, workmanship, and materials necessary to support eligibility under Criterion C for architecture. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.
  - **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is approximately 450 feet south of this property and would remain in its current location for the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be directly affected through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 200 feet closer to this property. Indirect effects are related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials contributing to the architecture for which the property is significant under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** for this property.

### **The Miranda/Taylor Residence, 4632 Josephine Street (5DV5677)**

This is a one-story, rectangular plan, residential building of brick construction with a front gabled roof, located north of I-70. Special features of this building include multiple gabled frontage, a decorative dog tooth stringcourse, a dog toothed barrel arched pediment, and an inset pedimented front porch. The 2012 survey found no modifications to the property since the previous survey. Although modern alterations include

additional massing on the rear or east façade and replacement of the original front picture window, the building retains sufficient integrity of design, workmanship, and materials to convey significance under Criterion C in the area of Architecture. The building is an excellent example of late Victorian design with Queen Anne elements and is eligible for listing on the NRHP under Criterion C.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct impacts associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. This action would not directly or indirectly diminish the integrity of the property's significant historic features since it would still be able to convey architectural significance under Criterion C. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the features that qualify the resource for inclusion in the NRHP. CDOT, therefore, concludes the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This visual alteration will occur with the demolition of the existing viaduct. This resource was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Since the property already has poor historic integrity of setting, the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains the integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is approximately 225 feet south of this property and would remain in its current location for the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes



that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be directly affected through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 200 feet closer to this property. Indirect effects are related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials contributing to the architecture for which the property is significant under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

### **Colonial Manor Motel/Tourist Court, 2615 East 46th Avenue (5DV7130)**

The Colonial Manor Tourist Court is a 23-unit motel comprised of a complex of two detached but related buildings arranged in an L-shaped pattern around a circular central parking area, located north of I-70. Both buildings are two stories and have brick masonry running bond walls carried by poured concrete wall foundations. The buildings each face the central courtyard, an aspect that is elaborated by large front porches. The roofs of the buildings, with a few exceptions, are low sloping side gables with an asymmetrical section that are finished with three tabbed asphalt shingles. The architectural characteristics of this motel are most related to an Adam or Georgian colonial revival of the middle of the 20th Century. The 2012 survey found the paint is chipped and peeling on all the trim and on the wood siding on the dormers and gables of the south building. On the west building, the paint is peeling on the southern cupola. There is some spalling on the brick on the north end of the west elevation of the building.

This resource is eligible under Criterion A for its association with the rise of the motel industry in the first half of the 20th Century as automobile transportation grew in popularity and importance and for its association with the local tourism generated by the nearby National Western Stock Show. This resource also is eligible under Criterion C because it is a rare remaining example of a 1940s motor court. A development significant to the post-war era, the motor court exemplifies the growth of automobile-based tourism along major commercial strips such as East 46th Avenue. Similar to motels along East Colfax built during the 1940s, this building represents accommodations that began to disappear from the American roadside landscape with the introduction of the interstate system in the late 1950s, as they were replaced by large-scale hotel chains.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of this resource because the buildings would be demolished for the new viaduct structure. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.
- **No-Action Alternative, South Option:** This property would be located directly north of the reconstructed viaduct under the proposed No-Action Alternative, South Option. The reconstructed viaduct would be located less than 50 feet closer to the southern edge of this property than the existing viaduct. The No-Action Alternative, South Option would require permanent acquisition of a small amount of land; however, the land acquisition does not require alterations or modifications to the buildings. The acquired land will serve as a construction access for the planned improvements to I-70 and East 46th Avenue. There would be no permanent physical changes to the acquired area of the parcel, and the historic buildings, driveway, and landscaping would remain intact. The acquisition would impact 0.1 acre of the

1.28-acre property, south of the buildings. It would affect a very small part of the landscaping and southern edge of the driveway on the southern edge of the parcel. The original driveway and landscaping, which contribute to the significance of the property, would remain intact, and, as such, the direct effects are not considered adverse.

This option includes potential indirect effects, including visual changes to the setting and increases in noise. The resource was constructed in 1946 and has a period of significance through 1950, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and is considered a non-historic intrusion. Its replacement will not diminish the character-defining features that make this resource eligible for the NRHP under Criterion A for the role it played in the social history of the area, or Criterion C, as a good example of a 1940s motel building. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this area did find the need for noise mitigation in the form of noise walls. The construction of noise walls would shield the buildings from increased noise levels. This action would not directly or indirectly diminish the integrity of the property's significant historic features since it would still be able to convey significance. In addition, the noise walls would not diminish the character of the property's use or physical features within the property's setting. Despite the acquisition of a portion of the property south of the buildings, none of the character-defining features of the motel resource will be altered or diminished directly or indirectly. Because the resource will retain integrity of design, workmanship, materials, feeling, and association, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would reconstruct and expand the viaduct so that the highway alignment shifts up to 160 feet north of the existing I-70 alignment. This property would be acquired in full and the buildings demolished as a result. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in an **Adverse Effect** to this property.
- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently adjacent to this property and it would remain in a similar alignment for the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the ROW acquisition of this property and demolition of the buildings. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this property.

### **Ralston-Purina Plant/Nestlé Purina PetCare Company, 2151 East 45th Avenue (5DV9245)**

The Denver Nestlé Purina PetCare Company (formerly the Ralston Purina Company) represents a significant industrial development in Colorado history. Its continuous 75-year operation has been central to Denver's position as one of the most important marketing points for stock feeds in the Rocky Mountain region. It also has been associated with several prominent historical figures in the history of industrial growth in Denver, including Governor William H. Adams. The Denver Nestlé Purina PetCare Company facility has undergone a number of significant structural alterations and modifications since its 1930 opening. As a result, the original building has changed considerably. The 2012 survey found a second warehouse built sometime between 2008 and 2010 north of 44th Avenue in a location that formerly had employee parking and truck storage. However, its historical impact and associations with the Denver manufacturing industry remains. Furthermore, it represents the only building of its type in the central Denver area, and it is eligible

for listing on the NRHP under Criterion A in the areas of Agriculture, Commerce, and Industry with a period of significance of 1928 to 1972.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** Although there would be visual and historic setting changes in the area from the widening of the existing elevated I-70, there would be no ROW acquisition of any portion of the property associated with the No-Action Alternative, North Option. The facility was constructed in 1928, prior to the construction of the I-70 viaduct, and has continued to operate at this location after the construction of the viaduct in 1964. Thus, the reconstruction of the viaduct and associated noise and visual changes will have no impact on the integrity of association with agriculture, commerce, or industry in the Denver Metropolitan area. The facility has relied on the rail network for receiving and shipping goods and this proximity has played a key role in its operations. Though the I-70 viaduct was constructed during the period of significance of the Purina facility, its replacement does not have a major impact on its historic integrity since the plant did not depend on the highway for operations. The widening of I-70 and reconstruction of the interchange would not change the overall visual character of the area in a manner that would diminish the characteristics of the resource qualifying it for the NRHP under Criterion A. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's character-defining features and would not alter the characteristics that qualify it for inclusion in the NRHP, including its association with agriculture, commerce, and industry in the Denver Metropolitan area. Therefore, the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** to the resource.
- **No-Action Alternative, South Option:** The No-Action Alternative, South Option would expand the existing width of the bridge from Brighton Boulevard to Colorado Boulevard by more than 50 feet. This expansion results in the viaduct's southern edge extending through the Nestlé Purina PetCare Company. An off-ramp would be provided to access York Street, which is directly east of the facility. This interchange further encroaches on the building and crosses the northeast corner of the facility, resulting in the ROW acquisition of the entire property (9.95 acres) and demolition of the buildings. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **Adverse Effect** to this historic property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This option maintains the current proximity of the interstate to this property, since the majority of the impact would occur on the north side of I-70. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The facility was constructed in 1928, prior to the construction of the I-70 viaduct, and has continued to operate at this location after the construction of the viaduct in 1964. Thus, the construction of a new viaduct and associated noise and visual changes will not diminish the integrity of association with agriculture, commerce, or industry in the Denver Metropolitan area. The facility has relied on the rail network for receiving and shipping goods and this proximity has played a key role in its operations. Though the I-70 viaduct was constructed during the period of significance of the Purina facility, its replacement does not diminish its historic integrity since the plant did not depend on the highway for operations. Noise walls adjacent to the highway would provide a reduction in noise levels, which would limit the noise effects to within the range considered acceptable. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's character-defining features and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.
- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would result in the ROW acquisition of this property and demolition of the buildings, which would result in an **Adverse Effect** to this resource.



- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be directly affected through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The facility was constructed in 1928, prior to the construction of the I-70 viaduct, and has continued to operate at this location after the construction of the viaduct in 1964. Thus, the removal of the viaduct and associated noise and visual changes will not diminish the integrity of association the resource retains with agriculture, commerce, or industry in the Denver Metropolitan area. The facility has relied on the rail network for receiving and shipping goods and this proximity has played a key role in its operations. Though the I-70 viaduct was constructed during the period of significance of the Purina facility, its removal does not diminish historic integrity since the plant did not depend on the highway for operations.

This resource is in a setting where incompatible changes have occurred, such as removal of original buildings, construction of newer residential and industrial buildings, and modification to original building materials. The introduction of a new lowered section of the interstate, constituting a visual change, would not diminish the integrity of the property's character-defining features and would not alter the characteristics that qualify it for inclusion in the NRHP. In addition, the alternative would remove visual and audible impacts. While these constitute changes, they would not be adverse or diminish the ability of this property to convey its significance for inclusion in the NRHP. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** for this property.

### **Sanchez Business, 2381 East 46th Avenue (5DV9655)**

This is a one-story, irregular plan, brick, commercial-use building with a flat roof located in a primarily commercial area, located north of I-70. The zigzag metal sign on the roof and wood horizontal shingles on the roof have been repainted. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to support the resource's eligibility under Criterion C in the area of Architecture and under Criterion A in the area of social history as a good example of a neighborhood gas station from the 1950s.

- **No-Action Alternative**

**No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of this resource and demolition of the building for the new viaduct structure. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.

- **No-Action Alternative, South Option:** This property would be located directly north of the reconstructed viaduct under the proposed undertaking for the No-Action Alternative, South Option. The reconstructed viaduct would be located less than 50 feet closer to the southern edge of this property than the existing viaduct. The No-Action Alternative, South Option would require the permanent acquisition of a minor amount of land on the southern edge of the property. The limited ROW acquisition would result in an impact to a portion of the parcel south of the buildings to allow construction access for the planned improvements to I-70 and East 46th Avenue. This is not considered to be an adverse effect because there are no objects or features that contribute to the eligibility of the property that will be destroyed in the small ROW acquisition.

Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion A or C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion A or C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criteria A and C. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would reconstruct and expand the viaduct so that the highway alignment shifts up to 160 feet north of the existing I-70 alignment. This property would be acquired in full and the building demolished as a result. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in an **Adverse Effect** to this property.

**Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70 and there would be no temporary or permanent easements or ROW acquisitions as a result of this option. The interstate is adjacent to this property and would remain in a similar location for the Revised Viaduct Alternative, South Option. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion A or C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion A or C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance under Criteria A and C. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the ROW acquisition of this property and demolition of the building. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this property.

### **Brown and Alarid Property, 4637 Claude Court (5DV9667)**

This is a one-story, rectangular plan, residential building with primarily asbestos siding and a front gabled roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good architectural example of late Victorian Vernacular style with a bungalow-type massing.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property would be located directly north of the reconstructed viaduct under the No-Action Alternative, North Option. The reconstructed viaduct would be located approximately 150 feet closer than the existing viaduct, and the northern limit

of the viaduct would be approximately 50 feet south of this property. No temporary or permanent construction easements or ROW acquisitions would be acquired from the property. There would be indirect effects in the form of visual and historic setting changes in the area. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian Vernacular style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** on this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option, except it would be 25 feet closer to the roadway. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 175 feet closer to the property. This property was constructed in 1886, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option, except the interstate is approximately 200 feet south of this property and it would shift approximately 75 feet to 100 feet farther to the south as a result of the Revised Viaduct South Option. Therefore, CDOT concludes there would be **No Adverse Effect** to this property.



- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the ROW acquisition of this property and demolition of the building. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this property.

#### **Toth/Kelly Residence, 4639 Claude Court (5DV9668)**

This building is a one-story, rectangular-plan house constructed primarily with asbestos siding and a front gabled roof, located north of I-70. The property is terraced and special features include a square masonry chimney, a porch, and etched glass windows. The 2012 survey was unable to find a window on the west façade, indicating it may have been covered up by wood lattice or no longer remains intact. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of late Victorian Vernacular style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property would be located directly north of the reconstructed viaduct. The reconstructed viaduct would be located approximately 150 feet closer than the existing viaduct, and the northern limit of the viaduct would be approximately 50 feet south of this property. No temporary or permanent easements or ROW acquisitions would be acquired from the property. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian Vernacular style. For these reasons, CDOT has determined that the No-Action Alternative, North Option would have **No Adverse Effect** on this property.

- **No-Action Alternative, South Option:** This option would experience similar effects as the No-Action Alternative, North Option (although the viaduct would only be 25 feet closer). Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 175 feet closer to the property. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently 230 feet south of this property, but it would shift approximately 75 feet to 100 feet farther south as a result of the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the ROW acquisition of this property and demolition of the building. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this property.

#### **Castorena/Braswell Residence, 4631 Columbine Street (5DV9705)**

This is a one-story, rectangular plan, residential building of brick construction with a front gabled roof, located north of I-70. The 2012 survey found the front west façade window has been replaced with a divided-light window. A black security door has been added to the front door. The wood window on the south façade has been replaced with a vinyl double-hung window. The eave trim on the third roof gable also has been repainted. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian style design with Queen Anne elements.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include increases in noise and visual changes to the setting. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the late Victorian style design. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition under this option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacing the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.
  - **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently 200 feet south of this property and would stay in a similar location with improvements along Columbine Street. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative, but the resource would be located adjacent to the roadway as a result of the Partial Cover Lowered Alternative. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

#### **Pavon Residence, 4633 Columbine Street (5DV9706)**

This is a one-story, rectangular plan, residential building of brick construction with a front gabled roof, located north of I-70. The 2012 survey found the trim on the property has been repainted and the west façade door has been replaced. Although it has undergone limited modern alterations, the resource retains sufficient



integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian architecture with Queen Anne styling.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1899, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian architecture with Queen Anne styling. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concluded that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property was constructed in 1899, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently 220 feet south of this property and would stay in a similar location with improvements along Columbine Street. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 190 feet closer to this property on the north side of I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1899, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a **No Adverse Effect** to this property.

#### **Langenberg Property, 4502 Josephine Street (5DV9742)**

This is a one-and-one-half-story, rectangular plan, Classic Cottage style residential building, located south of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of a Classic Cottage style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** There would be no temporary or permanent construction easements or ROW acquisition associated with this option. There would be indirect effects in the form of noise, visual, and historic setting changes in the area from the replacement of the existing elevated I-70 viaduct and reconstruction of the York Street interchange. The York Street off-ramp would be removed and replaced in the same location with improvements to the curve coming off the interstate. This property was constructed in 1909, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. The integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this property did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Classic Cottage style. Therefore, CDOT has determined that the No-Action Alternative, North Option would cause **No Adverse Effect** to this property.
  - **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a **No Adverse Effect** to this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option maintains the current proximity of the interstate to this property. Therefore, there would be no temporary or permanent easements or ROW acquisitions to this resource. The property would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1909, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this resource.

- **Revised Viaduct Alternative, South Option:** This property is located south of I-70 and between East 46th Avenue and East 45th Avenue. There would be no temporary or permanent construction easements or ROW acquisition of any portion of the property, but the interstate would be 175 feet closer to the property than its current location. As a result, there would be indirect effects in the form of noise, visual, and historic setting changes caused by the removal of several homes that are currently located between this property and the interstate. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway and reconstruction of the York Street interchange. This property was constructed in 1909, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to



construction of the option. The Partial Cover Lowered Alternative would result in the roadway being approximately 20 feet closer to this property. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1909, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

### **Kenworthy/Wyckoff Residence, 4529 Josephine Street (5DV9745)**

This is a one-story, brick, rectangular plan, residential building with a side-gabled roof, located south of I-70 and east of the York Street interchange. The 2012 survey found no modifications to the property since the previous survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of a Craftsmen/Bungalow style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be no temporary or permanent construction easements or ROW acquisition associated with this option. There would be indirect effects in the form of noise, visual, and historic setting changes in the area from the replacement of the existing elevated I-70 viaduct and reconstruction of the York Street interchange. The York Street off-ramp would be removed and replaced in the same location with improvements to the curve coming off the interstate. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1926, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location, and the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this property did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Craftsmen/Bungalow style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This option maintains the current proximity of the interstate to this property, since the majority of the impact would occur on the north side of I-70. There would not be any temporary or permanent easements or ROW acquisitions for this option. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1926, prior to the construction of the existing I-70 viaduct. The

viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** finding for this resource.

- **Revised Viaduct Alternative, South Option:** This property is located south of I-70 and east of the York Street Interchange. In this area, the Revised Viaduct Alternative, South Option would extend the southern roadway edge 150 feet farther south, and widen and shift 46th Avenue to the south. This would result in the southern edge of the viaduct being constructed over a portion of the Kenworthy residence and the 46th Avenue alignment going through the center of the property. This would result in the ROW acquisition of a 0.15-acre parcel and the demolition of the building. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in an **Adverse Effect** to the property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to construction of the option. The Partial Cover Lowered Alternative would result in the roadway being approximately 20 feet closer to this property on the north side of I-70. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1926, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

#### **Portales Residence, 4608 Josephine Street (5DV9746)**

This building is a one-story, wood-sided, rectangular plan house with a front gabled roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of a late Victorian-style house with a Craftsman-type porch.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of this resource since the building would be demolished for the new viaduct

structure. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.

- **No-Action Alternative, South Option:** This property would be located directly north of the reconstructed viaduct under the proposed option. The No-Action Alternative, South Option would require permanent acquisition of a minor amount of land. The limited ROW acquisition would result in an impact to a portion of the parcel south of the buildings to allow construction access for the planned improvements to I-70 and East 46th Avenue. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area and the historic buildings would remain intact. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this area did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would reconstruct and expand the viaduct so that the highway alignment shifts up to 160 feet north of the existing I-70 alignment. This property would be acquired in full and the building demolished as a result. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in an **Adverse Effect** to this property.
- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently adjacent to this property and would remain in a similar location for the Revised Viaduct Alternative, South Option. There would not be any direct effects in the form of temporary or permanent easements or ROW acquisitions. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP.



Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the acquisition of this property and demolition of the building. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **Adverse Effect** to this property.

### **Chavez Residence, 4628 Josephine Street (5DV9748)**

This is a one-story, rectangular plan, residential building constructed of wood and stucco with a front gabled roof, located north of I-70. The 2012 survey found the wood trim has been repainted. The front fence also has been replaced. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian architecture with Queen Anne-style elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 200 feet closer to the property. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 200 feet south of this property and would remain a similar distance from the roadway under the Revised Viaduct Alternative, South Option with similar effects as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would shift the highway to the north so it would be adjacent to the property. However, there would be no ROW impacts in the form of temporary or permanent easements or ROW acquisitions. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. In addition to the introduction of the viaduct outside the period of significance, the integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** to this property.

### **Waggoner Residence, 4647 Josephine Street (5DV9751)**

This is a one-story, rectangular-plan house constructed of stucco and wood with a gabled-on-hip roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally distinct for its unique stylistic variation of a late Victorian with Queen Anne style elements.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the

existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the late Victorian style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option also would result in a **No Adverse Effect** to this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 150 feet closer to the property. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.
  - **Revised Viaduct Alternative, South Option:** The interstate is currently 280 feet south of this property and would remain in a similar location for the Revised Viaduct Alternative, South Option, causing similar effects as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 195 feet closer to this property with improvement to Josephine Street along the eastern boundary. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1890, prior to the construction of the



existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

### **James Residence, 4651 Josephine Street (5DV9753)**

This is a one-story, rectangular plan, residential building of brick construction with a gabled-on-hip roof, located north of I-70. The 2012 survey found the trim on the property has been repainted. The details of the alternating corbelled diamond-shaped elements on the front porch, noted in the 2006 site form, are no longer visible. They have either been removed or repainted. The front porch floor has been carpeted and a large crack has appeared in the middle of the stucco porch wall. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian style with Queen Anne elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property

- **No-Action Alternative, South Option:** This option would have similar effects as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 150 feet closer to the property. This property was constructed in 1890, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 320 feet south of this property and would remain in a similar location as a result of the Revised Viaduct Alternative, South Option, with similar effects as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 195 feet closer to this property on the north side of I-70, with improvement to Josephine Street along the eastern boundary. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** for this property.

#### **Krutzler/Barajas Residence, 4681 Josephine Street (5DV9761)**

This is a one-story, rectangular plan, residential building of brick construction with a flat roof, located north of I-70. The 2012 survey found the porch floor indoor/outdoor carpeting has been removed and the concrete repainted. New flashing on the porch roof conceals the middle third of the decorative brickwork on the front parapet. In the rear, there is an aluminum carport located on the southwestern corner of the property. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture, as architecturally representative of the Denver Terrace form.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing

location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 150 feet closer to the property. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 500 feet south of this property and would be in a similar location as a result of the Revised Viaduct Alternative, South Option, with a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 195 feet closer to this property on the north side of I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in



1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

### **Geo Trust/Araujo Residence, 4682 Josephine Street (5DV9762)**

This is a one-story, rectangular plan, residential building of brick construction with a front gabled roof, located north of I-70. The 2012 survey found the front porch trim and roof trim have been repainted. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the late Victorian Vernacular style with Queen Anne elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1883, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the late Victorian Vernacular style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have similar effects as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property was constructed in 1883, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 530 feet south and would be in a similar location as a result of the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 200 feet closer to this property on the north side of I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1883, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

#### **Lovato Residence, 4696 Josephine Street (5DV5623/5DV9765)**

This building is a one-and-a-half-story, rectangular plan house of brick construction with a front gabled roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone some modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of late Victorian Vernacular style with Queen Anne elements.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct effects associated with the work, and no temporary or permanent construction easements or ROW would be acquired from this property. Potential indirect effects include visual changes to the setting and increases in noise. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This property was constructed in 1904, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have similar effects as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property was constructed in 1904, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to this property.
  - **Revised Viaduct Alternative, South Option:** The interstate is currently 550 feet south of this property and would be in a similar location as a result of the Revised Viaduct Alternative, South Option with similar effects as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 200 feet closer to this property on the north side of I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1904, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore,



CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

**Portales Residence/Windsor Artesian Water Company, 4623–4625 Thompson Court (5DV9787)**

This is a one-story, rectangular plan, residential building with wood siding and a front gabled roof located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of late Victorian Vernacular style with Queen Anne elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** 5DV9787 is located directly north of 5DV7130, Colonial Manor Tourist Court, which would be demolished as a result of the No-Action Alternative, North Option. The Portales Residence/Windsor Artesian Water Company building sits on a large parcel and is currently located 260 feet north of the existing viaduct. The replacement viaduct would be widened and would be approximately 85 feet closer to the property. There are no direct effects associated with the proposed work, and no temporary or permanent construction easements or ROW acquisitions would be acquired for the proposed undertaking. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Victorian Vernacular style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** This option would have similar effects as the No-Action Alternative, North Option, except the replacement viaduct would be only 20 feet closer to the resource. CDOT, therefore, has concluded that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 260 feet south of this property, but it would shift as much as 10 feet farther to the south as a result of the Revised Viaduct Alternative, South Option, with similar effects as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 250 feet closer to this property on the north side of I-70. Indirect effects related to noise, visual, and setting changes in the area would occur due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1893, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Stop-N-Shop Food Store, 4600 York Street (5DV9801)**

This is a one-story, L-shaped plan, commercial-use building constructed of brick with a flat roof. The 2012 survey found most of the windows on the western, northern, and eastern facades have been replaced with vinyl, double-hung windows. The door on the north façade has been replaced with a security door. The metal-channeled horizontal frieze on the southern, western, and eastern facades has been repainted red. Although it has undergone limited modern alterations, the building retains sufficient integrity to support eligibility for listing on the NRHP under Criteria A and C as a good example of a 20th century Modernistic gas station.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** The No-Action Alternative, North Option would require the full acquisition of the property and demolition of the building for the new viaduct structure. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in an **Adverse Effect** to this resource.
  - **No-Action Alternative, South Option:** This property would be located directly north of the reconstructed viaduct under the proposed undertaking for the No-Action Alternative, South Option. The reconstructed viaduct would be located less than 50 feet closer to the southern edge of this property than the existing viaduct. The No-Action Alternative, South Option would require permanent acquisitions of a minor amount of land.

The limited ROW acquisition would result in an impact to a portion of the parcel south of the buildings to allow construction access for the planned improvements to I-70 and East 46th Avenue. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of the parcel and the historic buildings would remain intact. This option would create visual and historic setting changes. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. Although the elevated structure would be farther away from the buildings, visual effects would result from the increase in the visible mass of the wider highway and the 12- to 14-foot-high noise walls on either side of the structure. However, this visual change would not dramatically change the overall visual character of the setting, nor would it diminish the characteristics that make this site eligible for the NRHP under Criterion A and C for architecture.

Noise modeling for this area did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The visual and audible elements introduced by the undertaking, and the small amount of property acquired, do not diminish the integrity of the property's significant historic attributes. It would still be able to convey the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes that the No-Action Alternative, South Option would cause **No Adverse Effect** to this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would reconstruct and expand the viaduct so that the highway alignment shifts up to 160 feet north of the existing I-70 alignment. This property would be acquired in full and the buildings demolished as a result. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in determination of **Adverse Effect** to this property.
- **Revised Viaduct Alternative, South Option:** This property is located on the north side of I-70. The interstate is currently adjacent to this property and would remain in a similar location as a result of the Revised Viaduct Alternative, South Option. Therefore, CDOT concludes there would be **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative would result in the ROW acquisition of this property and demolition of the building. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to this property.

### **Gonzalez Residence, 4515 Columbine Street (5DV9994)**

This is a one-story, rectangular plan, residential building with brick masonry construction and a gabled-on-hip roof located south of I-70. The 2012 survey found that the house and most of the Queen Anne decorative features have been painted brown. Some of the trim has been painted green. Formerly, the house was white and the trim was blue, green, and yellow. There are no additional alterations. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good architectural representative of late Victorian style with Queen Anne elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be no temporary or permanent construction easements or ROW acquisition associated with the No-Action Alternative, North Option. Potential indirect effects include visual changes to the setting and increases in noise as a result of replacing the existing I-70 viaduct and replacement of the York Street off-ramp with improvements to the curve coming off the interstate. This property was constructed in 1897, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was



already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of late Victorian style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** This option would have a similar impact as the No-Action Alternative, North Option. Therefore, CDOT has determined that the No-Action Alternative, South Option would result in a **No Adverse Effect** on this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would only be about 10 feet closer to this resource as the majority of the impact would occur on the north side of I-70. This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1897, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **Revised Viaduct Alternative, South Option:** This property is located south of I-70 and between East 46th and 45th Avenue. There would be no temporary or permanent construction easements or ROW acquisition of any portion of the property associated with the Revised Viaduct Alternative, South Option, but the interstate would be 160 feet closer than its current location to the property. As a result, there would be indirect effects in the form of noise, visual, and historic setting changes due to the removal of several homes that are currently located between this property and the interstate. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway and reconstruction of the York Street interchange. This property was constructed in 1897, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further

been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 15 feet closer to this property. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1897, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Tomas/Eagan Residence, 4653 Columbine Street (5DV9996)**

This is a one-and-one-half-story, rectangular plan, residential building of brick wall construction with a hip-on-gable roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good representative of late Victorian style with Queen Anne elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There are no direct impacts associated with this option in the form of temporary or permanent construction easements or ROW acquisitions from this property. The No-Action Alternative, North Option would result in this property being located closer to I-70. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling in this area did result in a recommendation for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise

walls would not diminish the character of the property's use or physical features within the property's setting. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative South Option would result in a **No Adverse Effect** to this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. This option would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 345 feet south of this property and would remain in a similar location as a result of the Revised Viaduct Alternative, South Option, with effects similar to the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** for this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The alternative would result in the roadway being approximately 190 feet closer to this property. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1888, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.



### **Huffman Residence, 4707 Josephine Street (5DV10058)**

This is a one-story, irregular plan, multiple family residential building with brick wall construction and a flat roof, located north of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone some modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the Denver Terrace style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located on the north side of I-70. There would be no direct effects associated with this option in the form of temporary or permanent construction easements or ROW acquisitions from this property. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1910, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The option would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 140 feet closer to the property. This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1910, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP.

Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The interstate is currently 685 feet south of this property and would remain in a similar location as a result of the Revised Viaduct Alternative, South Option, with a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this property.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The Partial Cover Lowered Alternative would result in the roadway being approximately 200 feet closer to this property. There would be indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1910, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** for this property.

#### **Clay II LLC/Rosthan Residence, 4459 Thompson Court (5DV10124)**

This is a two-story, rectangular plan, residential building with brick masonry wall construction and a front gabled roof, located south of I-70. The 2012 survey found no modifications to the property since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good architectural example of the simple Bungalow style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** There would be no temporary or permanent construction easements or ROW acquisition associated with the No-Action Alternative, North Option. The replacement viaduct would be constructed in a similar location and the York Street interchange would be reconstructed. The York Street off-ramp would be removed and replaced in the same location with improvements to the curve coming off the interstate. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1925, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this residential property did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the bungalow style. Therefore, CDOT has determined that the No-Action Alternative, North Option would cause **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** This option would have a similar impact as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option maintains the current proximity of the interstate to this property, since the majority of the impact would occur on the north side of I-70. There would be no temporary or permanent easements or ROW acquisitions. It would experience indirect effects in the form of noise, visual and historic setting changes from the construction of the new viaduct. This property was constructed in 1925, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this resource.

- **Revised Viaduct Alternative, South Option:** This property is located on the southwest corner of 45th Avenue and Thompson Court. All of the parcels (non-historic) between I-70 and 45th Avenue on Thompson Court would be acquired and removed for the Revised Viaduct Alternative, South Option, which would bring the interstate 150 feet closer to the property than its current location. There would be no temporary or permanent construction easement or ROW acquisition of any portion of this property associated with the Revised Viaduct Alternative, South Option. However, there would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. This property was constructed in 1925, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 12- to 14-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for this property.



- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would be located a similar distance to the Partial Cover Lowered Alternative as it currently is to I-70 since this alternative would shift the highway to the north. There would be no direct effects in the form of temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. Indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1925, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### 6.3. Section 3

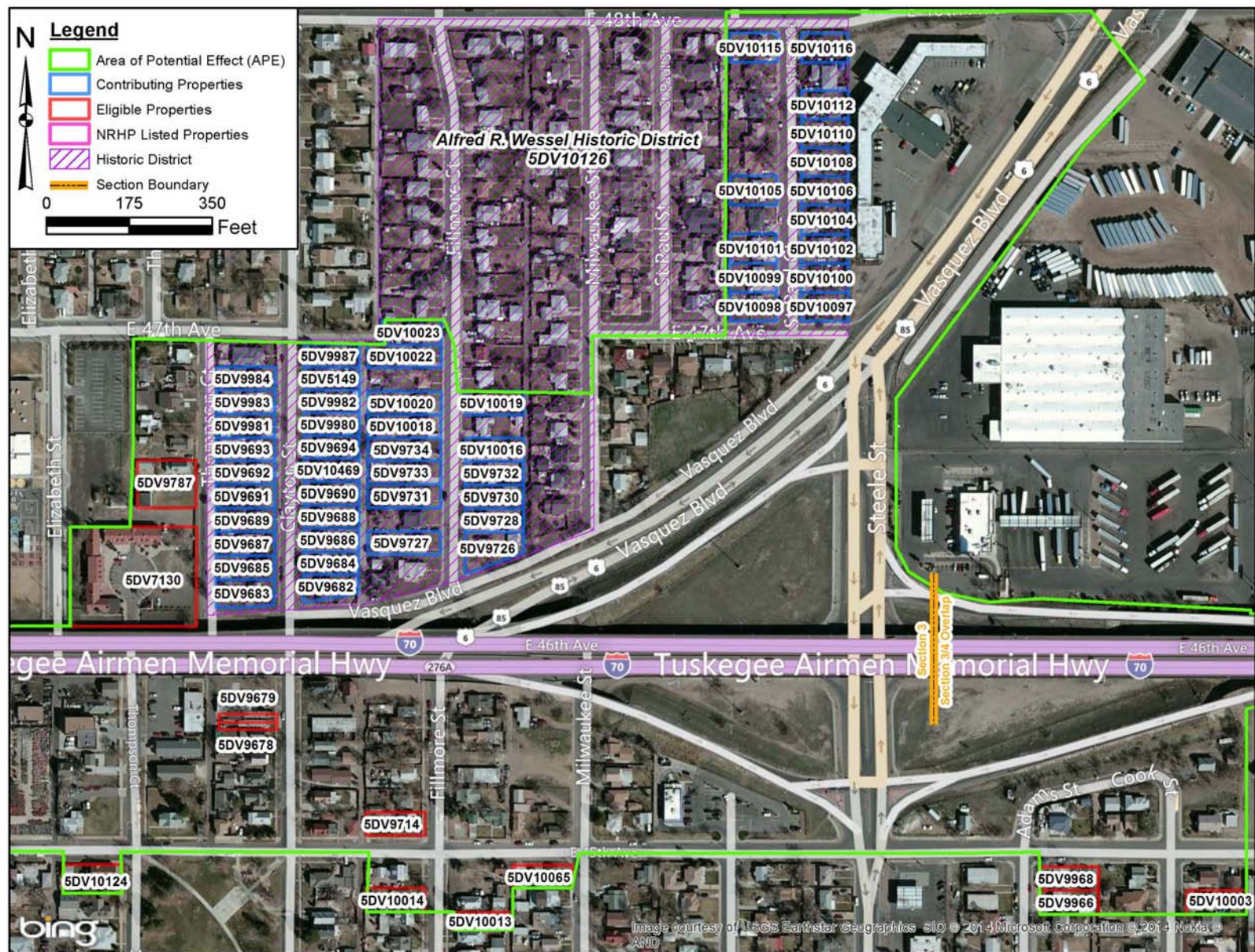
Section 3 of I-70 is located between Thompson Court on the west and the western boundary of 5AM1298.2, the Market Lead Railroad/Chicago, Burlington & Quincy Railroad Segment, at approximately Monroe Street, on the east. It includes 49 contributing resources in the Alfred R. Wessel Historic District and individually eligible residential properties on the south side of I-70. Figure 19 shows the locations of all resources within Section 3.

#### 6.3.1. Description of existing setting for Section 3

The industrial, residential, and transportation land uses of this section have been influenced by its proximity to the nearby National Western Stock Show to the west, but the small neighborhood of Minimal Traditional homes, recorded as the eligible Alfred R. Wessel Historic District (5DV10126), also dominates the setting. The standard box-like forms characterize the homes. The small parcels have shallow setbacks from the sidewalks and minimal landscaping elements that were added on by homeowners, not according to a uniform plan or style.

On the south side of I-70 between Thompson Court and Monroe Street, the houses are a collection of individually eligible historic residences in Elyria and Swansea. This neighborhood was evaluated by CDOT for a potential historic district, but it was determined that many of the original houses in the Elyria and Swansea Neighborhood had been altered with additional massing, modifications to building materials, and removal of architectural ornamentation. In addition, due to the removal of many of the original buildings and the intrusion of newer residential and industrial buildings, the blocks do not convey the feeling, setting, and association of turn-of-the-20th-century neighborhoods needed to be eligible as a historic district. Even though there are several properties that convey specific architectural styles and forms, the historic setting has been altered over the years.

Figure 19. Section 3 historic properties





### 6.3.2. Section 3 Alternative Descriptions

#### No-Action Alternative

Reconstruction of the existing viaduct (beginning at the Brighton Interchange) under the No-Action Alternative would require acquisition of additional ROW to maintain traffic on I-70 during the reconstruction effort. The reconstructed viaduct would be approximately 50 feet wider than the existing structure due to the need to bring it up to current engineering standards. The replacement of the viaduct would begin at Brighton Boulevard and end at Colorado Boulevard. The viaduct already has been replaced with a new structure between I-25 and Brighton Boulevard.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action Alternative, North Option) or immediately to the south (No-Action Alternative, South Option). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and, within Section 3, at Steele Street/Vasquez Boulevard. The proposed improvements would keep the lane configuration the same as it currently is, with six general-purpose lanes (three in each direction) and a width of approximately 140 feet for the viaduct. As evaluated in 2010, the placement of East 46th Avenue beneath the viaduct would decrease the width of the viaduct constructed for the No-Action Alternative.

#### Revised Viaduct Alternative

The Revised Viaduct would remain on the existing I-70 alignment with options for adding two general-purpose lanes in each direction between Brighton Boulevard and Colorado Boulevard or two managed lanes without general-purpose lanes in the same area. Within Section 3, the width of the general-purpose lanes and managed lanes options are identical.

In Section 3, the revised viaduct with additional lanes was redesigned to total 197 feet in width, including westbound and eastbound East 46th Avenue underneath the viaduct. The revised viaduct would be approximately 85 feet wider than the existing viaduct, for a possible maximum width of 181 feet for the section of I-70 between Thompson Court and Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad at approximately Monroe Street on the east. This width includes the reconstruction of the Steele Street/Vasquez Boulevard interchange and ramps associated with the replacement of the viaduct starting at this point, plus widening of the facility to bring it up to current AASHTO standards.

Visual effects include an increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. Within Section 3, there are several residences that would require noise mitigation because current noise levels are above the range considered higher than the threshold, identified in CDOT's *Noise Analysis and Abatement Guidelines* (updated in 2013). To minimize noise impacts on the adjacent neighborhoods, noise walls would be incorporated with the design of the revised viaduct.

The existing setting of the neighborhood already is dominated by the presence of I-70. Except for the Alfred R. Wessel Historic District, the individually eligible residences are representative of architectural styles but do not form a cohesive district. The criteria of adverse effect were applied in consideration of how the widening of the highway would impact the integrity of the architectural significance of the structures that are individually eligible and to the entire historic district.

Both the general-purpose and managed lanes options have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to identify impacts to historic resources on both sides of the interstate.

#### Partial Cover Lowered Alternative

The Partial Cover Lowered Alternative would remove the viaduct and reconstruct the highway below the existing ground level. The highway would have a lowered section with a depth of approximately 26 feet below grade in Section 3. The widening of I-70 associated with the Partial Cover Lowered Alternative would occur to the north of the existing viaduct and result in the location of the highway moving approximately 350 feet closer to the properties than the existing viaduct. Widening to the south is not possible because of the locations of the Union Pacific rail yard and the Nestlé Purina PetCare Company south of I-70.



Lowering I-70 would remove the existing viaduct between Brighton Boulevard and Colorado Boulevard and would eliminate a dominant skyline obstruction. The visual presence of the highway would be decreased in this area, to be replaced by the gradual lowering of the highway underneath the cover between Columbine Street and Clayton Street.

### 6.3.3. NRHP-eligible properties and effects in Section 3

The following section includes brief summaries of NRHP-eligible properties and associated effects in Section 3. A detailed explanation regarding the effects is provided for those properties with more complicated impacts from the project. A summary of effects in Section 3 is included in Table 12 at the end of this document.

#### Rodriguez Residence, 4539 Clayton Street (5DV9678)

This is a one-story, rectangular plan, residential building constructed of brick and stucco with a flat roof, located south of I-70. The 2012 survey found the trim that was formerly brown is now painted orange. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the late 19th century Denver Terrace form with Classical decorative elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this resource.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 100 feet closer to this property. No temporary or permanent easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would

not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Denver Terrace style. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway 75 feet farther from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed or general-purpose lane options. This property would not be subject to temporary or permanent easements or ROW acquisition for the Revised Viaduct Alternative, North Option. It would experience indirect effects in the form of noise, visual, and historic setting changes as a result of replacing the existing elevated I-70 with another elevated highway approximately 75 feet wider to the south at this location and reconstructing the York Street interchange. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The new East 46th Avenue alignment would require the full acquisition of this property, and the building would be demolished for the new viaduct structure. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in an **Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property is located south of I-70. It would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in a location similar to the current viaduct (shifting approximately 15 feet to the south) since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. Indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials

necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

#### **4541 Clayton LLC Residence, 4541 Clayton Street (5DV9679)**

This is a one-story, rectangular plan, residential building constructed of brick and stucco with a terraced flat roof, located south of I-70. The 2012 survey found no modifications or alterations since the original survey. Although it has undergone limited modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as representative of the late 19th century Denver Terrace form with Classical Revival elements.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north; however, the roadway would move approximately 15 feet closer to this resource. No permanent or temporary easements or ROW acquisitions would be necessary from this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of a late 19<sup>th</sup> century Denver Terrace building. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 75 feet closer to this property. This property would not be subject to temporary or permanent easements or ROW acquisition for the No-Action Alternative, South Option. It would experience indirect effects in the form of visual and historic setting changes from the reconstruction of the viaduct. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise with this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the new viaduct, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

**Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the



managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual, and historic setting changes as a result of replacing the existing elevated I-70 with another elevated highway approximately 15 feet wider to the south at this location and reconstructing the York Street interchange. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

This residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The new East 46th Avenue alignment would require the full acquisition of this property, and the building would be demolished for the new viaduct structure. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in an **Adverse Effect** to this property.
- **Partial Cover Lowered Alternative**  
**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in a location similar to the current viaduct (15 feet closer), since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. There would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1889, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** to this property.

### **Olive Street LLC Property, 4503 Fillmore Street (5DV9714)**

This is a one-and-one-half-story, rectangular plan, residential building constructed of brick with a side gabled roof, located south of I-70. The 2012 survey found a white picket fence added along the eastern property boundary. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture. as architecturally representative of the Dutch Colonial Revival style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Dutch Colonial Revival style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a **No Adverse Effect** finding for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 75 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer to this resource. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Dutch Colonial Revival style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate would also widen slightly to the south in the vicinity of this property for either the managed or general-purpose lane options. The undertaking would involve replacing the existing elevated I-70 with another elevated highway approximately 25 feet wider to the south at this location and reconstructing the York Street interchange. No temporary or permanent easements or ROW acquisitions would be required from the property. There would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding

original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet of the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. There would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative, but there would be indirect effects related to visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. The southern edge of the Partial Cover Lowered Alternative would be in the same location as the current viaduct, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. This property was constructed in 1911, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and



materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Yoshimura Residence, 4450 Adams Street (5DV9966)**

The resource is a one-story, wood-framed building with a cross-gable roof, located south of I-70. The exterior of the resource is covered in siding with faux rock on the inset of the front door. The 2012 survey did not find any modifications. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the Minimal Traditional style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 75 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of a replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the

managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. There would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet from the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. There would be indirect effects in the form of noise, visual, and historic setting changes in the area as a result of this option. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative, but there would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. The southern edge of the Partial Cover Lowered Alternative would be approximately 25 feet closer to the property, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. This property was constructed in 1952, prior to

the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **McGee Residence, 4460 Adams Street, (5DV9968)**

The resource is a one-story, wood-framed building covered in horizontal siding with a cross-gable roof, located south of I-70. The 2012 survey found the windows on the north façade have been replaced with vinyl, vertical sliding windows. No other modifications to the resource were observed. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the Minimal Traditional style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 75 feet closer to this property. There are no direct impacts associated with the proposed work, in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal



Traditional style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet of the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative, but there would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1952, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Vasquez Residence, 4450 Cook Street, (5DV10003)**

The resource is a one-story, brick building with a box hipped roof, located south of I-70. There is a large, concrete porch with four steps on the front west façade. The 2012 survey did not find any modifications. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as architecturally representative of the Minimal Traditional style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a determination of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 125 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 280 feet of the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP.



Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in the same location as the current viaduct, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. There would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Guerca/Perez Residence, 4446 Fillmore Street (5DV10013)**

This is a one-and-one-half-story, rectangular plan residential building of stucco construction with a front gabled roof, located south of I-70. The 2012 survey found the resource repainted, including the trim and decorative brick work on the front façade. The front, west window on the first floor has been replaced with a vertical light slider window. A metal security door has replaced the aluminum storm door on the front façade. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as representative of late Victorian Vernacular style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1900, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of Victorian Vernacular style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 85 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was

constructed in 1900, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Victorian Vernacular style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a finding of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual and historic setting changes. This property was constructed in 1900, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet of the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1900, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range

considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in the same location as the current viaduct, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. There would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1900, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

#### **Tenenbaum Residence, 4453 Fillmore Street (5DV10014)**

This is a one-story, T-shaped plan, residential building constructed of brick with a cross hipped roof, located south of I-70. The 2012 survey found no additional modifications or alterations from the prior survey. Although it has undergone some modern alterations since it was constructed, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture. as architecturally representative of the Minimal Traditional style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for this property.



- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 75 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual and historic setting changes. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet from the edge of this property due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be affected directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in the same location as the current viaduct, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. There would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Lopez/Hartzell Residence, 4461 Milwaukee Street (5DV10065)**

This is a one-story, rectangular plan, brick residential building with a side gabled roof and synthetic siding located in the Elyria and Swansea Neighborhood of Denver, south of I-70. The 2012 survey found the front entry porch has been replaced with a new lightly sloped roof and a concrete pad. The windows on the east façade have been replaced with 2-foot by 3-foot replacement windows. There is a new wood door and the windows on the north façade have been replaced with "bungalow style" windows. On the rear, west façade, all windows and doors have been replaced and a new covered porch constructed. Although it has undergone some modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture. as a good example of the Minimal Traditional style.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** This property is located directly south of the viaduct. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1948, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be in a similar location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling for this option did find the need for noise mitigation in the form of noise walls, which would shield the property from increased noise levels. The addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, North Option would result in a **No Adverse Effect** to this property.

- **No-Action Alternative, South Option:** The replacement viaduct would be widened to the south and would be approximately 100 feet closer to this property. There are no direct impacts associated with the proposed work in the form of temporary or permanent easements or ROW acquisitions. Potential indirect effects include visual changes to the setting. This property was constructed in 1948, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

Noise modeling at this location has determined there would not be a perceptible increase in noise for this option. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the replacement viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Minimal Traditional style. CDOT, therefore, concludes that the No-Action Alternative, South Option would result in a determination of **No Adverse Effect** for this property.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** Even though the Revised Viaduct Alternative, North Option would shift the highway away from this property on the south side of I-70, the interstate also would widen slightly to the south in the vicinity of this property for either the managed lanes or general-purpose lanes options. No temporary or permanent easements or ROW acquisitions would be required from the property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1948, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to this property.

- **Revised Viaduct Alternative, South Option:** The Revised Viaduct Alternative, South Option would shift the viaduct within approximately 100 feet from the edge of this property due to the



widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from this property. It would experience indirect effects in the form of noise, visual, and historic setting changes. This property was constructed in 1948, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The residential property would experience an increase in traffic noise over time due to the freeway widening and added capacity. Noise walls adjacent to the highway would provide a reduction in elevated noise levels, which would limit the noise effects to within the range considered acceptable. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The property already has poor historic integrity of setting, so the addition of noise walls would not diminish the character of the property's use or physical features within the property's setting. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of new noise walls or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** to this property.

- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** This property would not be impacted directly through temporary or permanent easements or ROW acquisitions related to constructing the Partial Cover Lowered Alternative. The southern edge of the Partial Cover Lowered Alternative would be in the same location as the current viaduct, since the Partial Cover Lowered Alternative would widen and shift the interstate to the north. There would be indirect effects related to visual and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1948, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT concludes that the Partial Cover Lowered Alternative would result in **No Adverse Effect** to this property.

### **Alfred R. Wessel Historic District (5DV10126)**

The Alfred R. Wessel Historic District includes the Wulfekuhler's, Vasquez Plaza, and Vasquez Court subdivisions. All three subdivisions are currently within the Elyria and Swansea Neighborhood of Denver. The Wulfekuhler's Subdivision was subdivided from the Elyria and Swansea Neighborhood in 1940 and encompasses the 4600 block to the 4700 block of Clayton Street. The Vasquez Plaza Subdivision was subdivided from the Elyria and Swansea Neighborhood in 1945 and encompasses the 4600 block to the 4800 block of Fillmore Street. The Vasquez Court Subdivision was subdivided from the Elyria and Swansea Neighborhood in 1946 and encompasses the 4700 block of St. Paul Court, the 4700 block of St. Paul Street, and the west side of the 4700 block of Milwaukee Street. The three subdivisions were developed because of their proximity to various manufacturing facilities, as well as State Highway 85/Vasquez Boulevard as a transportation corridor. The period of construction of the Alfred R. Wessel Historic District is from 1940 to 1948, and reflects the period from the date of the first subdivision's original plan and construction to the end of construction in the third associated subdivision.

The Alfred R. Wessel Historic District contains 114 residences, of which 60 are in the project APE. Of the 60 buildings recorded within the historic district, SHPO has determined that 49 are contributing resources to the

district and 11 are non-contributing. Non-contributing and contributing resources of the Alfred R. Wessel Historic District are listed in Table 5. The 2012 survey found all contributing resources within the APE are still intact and still contribute to the significance and eligibility of the district, so the determinations of contributing status remain the same.

This district is significant under Criterion A for several reasons. First of all, because of its significance to racial desegregation in the building covenants that took place in the area after World War II. The district exemplifies the racial and ethnic make-up of the neighborhood due to the specific inclusion of “only Caucasian ownership” found in the original covenant used for the Wulfekuhler’s Subdivision when platted in 1940. Although newly formed suburbs still had a tendency to exclude particular minority groups, housing developments became more accessible to African-Americans and Hispanics when they gained economic, political, and social influence after the desegregation of the U.S. Army in 1946. This possible desegregation is evident in the original plats of Vasquez Plaza (1945) and Vasquez Court (1946) subdivisions, which do not specify the exclusion of racial or ethnic groups of people.

Secondly, this district is significant as an example of community planning and development because of the need for mass housing after World War II that facilitated the need to create and build up suburbs. The district also has been determined to be eligible for NRHP inclusion under Criterion B because of its association with Alfred R. Wessel, a merchant builder who was instrumental in providing affordable housing during World War II and the immediate post-war period. Wessel was the company president of both Wulfekuhler Homes and Kimble-Kroft Homes, which constructed homes in all three subdivisions in a manner consistent with that of a merchant builder. In addition to being the president of these two companies, Wessel signed the original plat from the City and County of Denver for both the Vasquez Plaza (1945) and Vasquez Court (1946) subdivisions. Merchant builders, including the most well-known builders such as William Levitt and Joe Eichler, were instrumental immediately before and after World War II in several places around the nation in supplying homes to qualified owners. Merchant builders emphasized the need to intertwine land acquisition, financing, marketing, government subsidies, and the de-skilling of labor to construct mass-produced housing for returning GIs after World War II. This approach helped the merchant builders to build houses, develop subdivisions, and make a decent profit.

The NRHP district also is eligible under Criterion C for its architecture, as an example of a suburb developed by Alfred R. Wessel, a merchant builder. Most of the buildings within the NRHP district reflect a standardized form that utilized five known floor plans that were box-like in style, constructed of similar materials, with little ornamentation, windows of the same approximate size, and add-on features such as detached garages, small porches, and basements. The buildings typically had a hipped roof footprint indicative of the Minimal Traditional form that defines the Alfred R. Wessel Historic District. This type of floor plan standardization and construction management was influenced by the introduction of assembly lines in the early automobile industry made famous by Ford Motor Company.

**Table 5. Resources within the Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Type	Resource Name/Address	National Register Eligibility
<b>Wulfekuhler's Subdivision</b>			
5DV9682	House	Casillas/Rosenberg Residence 4600 Clayton Street	Contributing
5DV9683	House	Luchetta/Lyells Residence 4601 Clayton Street	Contributing
5DV9684	House	Ramirez/Leaf Residence 4610 Clayton Street	Contributing
5DV9685	House	Dady/Leaf Residence 4611 Clayton Street	Contributing
5DV9686	House	Gonzalez-Cruz/Joachim Residence 4620 Clayton Street	Contributing
5DV9687	House	Ortiz/Lucas Residence 4621 Clayton Street	Contributing
5DV9688	House	Contreras/Showalter Residence 4630 Clayton Street	Contributing
5DV9689	House	Chaires/Hogle Residence 4631 Clayton Street	Contributing
5DV9690	House	Gorniak/Butcher Residence 4640 Clayton Street	Contributing
5DV9691	House	Adams Clock LLC/Huttenhow Residence 4641 Clayton Street	Contributing
5DV10469	House	Pacheco/Aggus Residence 4650 Clayton St.	Contributing
5DV9692	House	Portales/Sullivan Residence 4651 Clayton Street	Contributing
5DV9693	House	Portales/Hull Residence 4661 Clayton Street	Contributing
5DV9694	House	Kouremenos/Clemman Residence 4664 Clayton Street	Contributing
5DV9980	House	Villa/Crocker Residence 4670 Clayton Street	Contributing
5DV9981	House	Rodriguez/Wayslow Residence 4671 Clayton Street	Contributing
5DV9982	House	Arevalo/Williams Residence 4680 Clayton Street	Contributing
5DV9983	House	Glasgow/Hinkley Residence 4681 Clayton Street	Contributing
5DV9984	House	De La Cruz Flores/Callahan Residence 4685 Clayton Street	Contributing
5DV5149 (formerly 5DV9985)	House	Avila/Procopio Residence 4690 Clayton Street	Contributing
5DV9986	House	Vigil Residence 4691 Clayton Street	Non-contributing



Site Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV9987	House	Villarreal/Kesson Residence 4694 Clayton Street	Contributing
<b>Vasquez Plaza Subdivision</b>			
5DV9725	House	Ortega Residence 4605 Fillmore Street	Non-contributing
5DV9726	House	Fletcher/Taylor Residence 4610 Fillmore Street	Contributing
5DV9727	House	Fusco/Wilson Residence 4615 Fillmore Street	Contributing
5DV9728	House	Mary Santa Cruz Trust/Wilson Residence 4620 Fillmore Street	Contributing
5DV9729	House	Fleck Residence 4625 Fillmore Street	Non-contributing
5DV9730	House	Villarreal/Murray Residence 4630 Fillmore Street	Contributing
5DV9731	House	Almendarez/Schuele Residence 4635 Fillmore Street	Contributing
5DV9732	House	Almendarez/Huttenhow Residence 4640 Fillmore Street	Contributing
5DV9733	House	Fuentes/Steidley Residence 4645 Fillmore Street	Contributing
5DV9734	House	Baquero/Lambeau Residence 4655 Fillmore Street	Contributing
5DV10016	House	Singer Trust/Linbery Property 4650 Fillmore Street	Contributing
5DV10017	House	Compos Residence 4660 Fillmore Street	Non-contributing
5DV10018	House	Mares/Austin Residence 4665 Fillmore Street	Contributing
5DV10019	House	Elliot/Rusch Residence 4670 Fillmore Street	Contributing
5DV10020	House	Fusco/Moore Residence 4675 Fillmore Street	Contributing
5DV10021	House	Martin Property 4685 Fillmore Street	Non-contributing
5DV10022	House	Salenblatt/Scuddel Residence 4695 Fillmore Street	Contributing
5DV10023	House	Almendariz/Rayburn Residence 4701 Fillmore Street	Contributing
<b>Vasquez Court Subdivision</b>			
5DV10097	House	Hernandez/Miller Residence 4700 Saint Paul Court	Contributing
5DV10098	House	Simental de Garcia/ Weber Residence 4701 Saint Paul Court	Contributing
5DV10099	House	Arrieta/Franco Residence 4705 Saint Paul Court	Contributing

Site Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV10100	House	Chacon/Fulton Residence 4710 Saint Paul Court	Contributing
5DV10101	House	Ruiz-A/Getty Residence 4715 Saint Paul Court	Contributing
5DV10102	House	Ornelas/Furns Residence 4720 Saint Paul Court	Contributing
5DV10103	House	Santellano Residence 4725 Saint Paul Court	Non-contributing
5DV10104	House	Romero/Watts Residence 4730 Saint Paul Court	Contributing
5DV10105	House	Caldron/Bassett Residence 4735 Saint Paul Court	Contributing
5DV10106	House	Rodarte Family Trust/Goolsby Residence 4740 Saint Paul Court	Contributing
5DV10107	House	Valdez Residence 4745 Saint Paul Court	Non-contributing
5DV10108	House	Velasquez/Hergert Residence 4750 Saint Paul Court	Contributing
5DV10109	House	4755 Saint Paul Ct LLC Property 4755 Saint Paul Court	Non-contributing
5DV10110	House	Montelongo/Bundick Residence 4760 Saint Paul Court	Contributing
5DV10111	House	Moreno Residence 4765 Saint Paul Court	Non-contributing
5DV10112	House	Montoya/Desilets Residence 4770 Saint Paul Court	Contributing
5DV10113	House	Rocky Mountain Ally-Hester Property 4775 Saint Paul Court	Non-contributing
5DV10114	House	Ortega Residence 4780 Saint Paul Court	Non-contributing
5DV10115	House	Galvan/Elmore Residence 4785 Saint Paul Court	Contributing
5DV10116	House	Montoya/McFaddin Residence 4790 Saint Paul Court	Contributing

- **No-Action Alternative**

- **No-Action Alternative, North Option:** The resources in the district do not possess significance to be individually eligible for the National Register; however, 49 of the 60 houses within the APE are contributing resources in the eligible Alfred R. Wessel Historic district, which was determined to be eligible under Criteria A, B, and C.

The No-Action Alternative, North Option would reconstruct the viaduct and expand to the north into the southwestern boundary of the district. The acceleration lane, stemming from the on-ramp from Steele Street/Vasquez Boulevard, encroaches into the district and would require the full acquisition of the resources described in Table 6 because the buildings would be demolished for the new viaduct structure.

**Table 6. Complete ROW Acquisitions of Contributing Resources in the Alfred R. Wessel Historic District (5DV10126)—No-Action Alternative, North Option, Section 3**

Site Number	Resource Name	Address	Acquisition Type
5DV9682	Casillas/Rosenberg Residence	4600 Clayton Street	Full
5DV9683	Luchetta/Lyells Residence	4601 Clayton Street	Full

While the undertaking would impact two resources, the majority of the contributing resources (47 of 49) would remain intact. The essential character-defining features of the district include: small lots and shallow setbacks, with houses located very close together; minimal and unornamented forms; and uniform building materials that represent the efforts of merchant builders to build houses with standard floor plans utilizing construction management techniques from assembly lines and worker specialization. Notably lacking from the essential physical features of the district are elements of landscape or streetscape design, which were not part of the original subdivision.

The No-Action Alternative, North Option would have indirect effects on the district due to changes in noise levels and visual changes related to the shifting of the new viaduct to the north, and closer to the district. The physical environment, or setting, should reflect the period of significance and the original functions of the district. Built between 1940 and 1948, the neighborhood predates the interstate, but it was platted because of its proximity to manufacturing facilities, industry, and transportation corridors, including East 46th Avenue and Vasquez Boulevard/US Highway 85. The original construction of the interstate did not destroy the neighborhood, but provided access to the highway for residents of the community. The neighborhood maintained its livability after the interstate was built and would still retain this function if the viaduct is reconstructed without capacity increases.

Aspects of integrity—including design, materials, and workmanship—would be diminished by the removal of two houses that are contributing features of the historic district. The district would retain, however, its integrity of association and it will still convey significance under Criteria A, B, and C as a pre- and post-World War II neighborhood for low-income families.

Therefore, CDOT concludes that the acquisition and demolition of two contributing buildings would result in an **Adverse Effect** to the Alfred R. Wessel Historic District.

- **No-Action Alternative, South Option:** The resources in the district lack the significance necessary to be individually eligible for the National Register; however, 49 of the 60 houses within the APE are contributing resources in the eligible Alfred R. Wessel NRHP district, which was determined eligible for the NRHP under Criteria A, B, and C.

The No-Action Alternative, South Option would not require temporary or permanent easements or ROW acquisitions from any property within the district and the viaduct would remain in its current location in relation to the district.

The No-Action Alternative, South Option would have indirect effects on the district due to changes in noise levels and visual changes related to the shifting of the new viaduct to the south. The physical environment, or setting, should reflect the period of significance and the original functions of the district. Built between 1940 and 1948, the neighborhood predates the interstate, but it was platted because of its proximity to manufacturing facilities, industry, and transportation corridors, including East 46th Avenue and Vasquez Boulevard/US Highway 85. The original construction of the interstate did not destroy the neighborhood, but provided access to the highway for residents of the community. The neighborhood maintained its livability after the interstate was built and would still retain this function if the viaduct were reconstructed without capacity increases. The viaduct was constructed outside of the period of significance for the district and, as such, its replacement will not diminish the character-defining features that



make the district eligible for the NRHP under Criteria A, B, and C. Although this alternative will result in indirect effects, they are not considered adverse because the district will still retain the character-defining features and integrity of design, materials, workmanship, setting, feeling, and association necessary to convey significance under Criteria A, B, and C. For these reasons, CDOT has determined that the No-Action Alternative, South Option would result in **No Adverse Effect** to the Alfred R. Wessel Historic District.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The resources in the district do not possess the significance necessary to be individually eligible for the NRHP; however, 49 of the 60 houses within the APE are contributing resources in the eligible Alfred R. Wessel Historic District, which was determined to be eligible under Criteria A, B, and C.

The expanded footprint of the Revised Viaduct Alternative, North Option would encroach into the southwestern boundary of the historic district. The realignment of the off- and on-ramps to and from Steele Street/Vasquez Boulevard would result in the permanent acquisition of seven contributing parcels and the demolition of these buildings (see Table 7).

**Table 7. Complete ROW Acquisitions of Contributing Resources in the Alfred R. Wessel Historic District (5DV10126)—Revised Viaduct Alternative, North Option, Section 3**

Site Number	Resource Name	Address	Acquisition Type
5DV9682	Casillas/Rosenberg Residence	4600 Clayton Street	Full
5DV9683	Luchetta/Lyells Residence	4601 Clayton Street	Full
5DV9684	Ramirez/Leaf Residence	4610 Clayton Street	Full
5DV9685	Dady/Leaf Residence	4611 Clayton Street	Full
5DV9726	Fletcher/Taylor Residence	4610 Fillmore Street	Full
5DV9727	Fusco/Wilson Residence	4615 Fillmore Street	Full
5DV9728	Mary Santa Cruz Trust/Wilson Residence	4620 Fillmore Street	Full

The ROW acquisitions of seven of the 49 (14 percent) contributing resources within the historic district would diminish the integrity of the historic district's character-defining features and would alter its ability to convey significance under Criteria A, B, and C. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in **Adverse Effect** to the Alfred R. Wessel Historic District.

- **Revised Viaduct Alternative, South Option:** The resources in the district do not possess the significance necessary to be individually eligible for the NRHP; however, 49 of the 60 houses within the APE are contributing resources in the eligible Alfred R. Wessel Historic District, which was determined to be eligible for the NRHP under Criteria A, B, and C.

Most of the impacts from the Revised Viaduct Alternative, South Option would occur south of I-70. There will, however, be direct effects to some properties in the Wessel Historic District. The re-alignment of the on- and off-ramps to and from Steele Street/Vasquez Boulevard through the southwestern boundary of the district would require reconstruction of East 46th Avenue under the viaduct into a two-lane roadway with turn lanes and also would realign the roadway further south. This would require the acquisition of 0.01 acre of ROW from each of two contributing resources within the district (5DV9726 and 5DV9727). While this option would result in the acquisition of a small portion of two contributing properties, it would not result in the demolition of the buildings on the two properties. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of the parcels, the historic buildings would remain intact, and there will be no changes to any of the character-defining features that help convey significance of the resources as part of the historic district.

The Revised Viaduct Alternative, South Option would create visual and historic setting changes. The existing elevated portion of I-70 would be replaced by another elevated highway. Although the elevated structure would be farther away from the buildings, visual effects would result from the increase in the visible mass of the wider highway and the 12-foot-high noise walls on either side of the structure necessary to reduce increased noise effects to within the range considered acceptable. However, this visual change would not diminish the integrity of setting, as a viaduct already exists in this location. The existing viaduct was constructed outside of the period of construction for the historic district and, as such, its removal and the construction of a replacement viaduct closer to the resource will not diminish the character-defining features that make the district eligible for the NRHP under Criteria A, B or C. The addition of noise walls would not diminish the character of the property's use or physical features. The visual and audible elements introduced by the undertaking, and the small amount of property acquired, do not impact the character-defining features or the integrity of materials, design, workmanship, location, feeling, or association necessary to support the eligibility of the historic district under Criterion A, B, or C. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would cause **No Adverse Effect** to the Alfred R. Wessel Historic District and the partial acquisition of the two contributing properties.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** The resources in the district do not possess the significance necessary to be individually eligible for the NRHP; however, 49 of the 60 houses within the APE are contributing resources in the eligible Alfred R. Wessel Historic District, which was determined to be eligible for the NRHP under Criteria A, B, and C.

The Partial Cover Lowered Alternative, Basic Option would result in the full ROW acquisition of nine contributing resources in the district and the demolition of these buildings, and partial ROW acquisition of one property (see Table 8). With the Modified Option, there would be five ROW acquisitions of contributing properties in the district and the demolition of these buildings, and partial ROW acquisition of one property (see Table 8). Because the demolition of these contributing resources would diminish the integrity of design, materials, and workmanship, and the ability of the district to convey significance under Criteria A and C, both of the options would result in an **Adverse Effect** to the historic district.

**Table 8. ROW Acquisitions of Contributing Properties in the Alfred R. Wessel Historic District (5DV10126)—Partial Cover Lowered Alternative, Section 3**

Site Number	Resource Name	Address	Acquisition Type	
			Basic Option	Modified Option
5DV9682	Casillas/Rosenberg Residence	4600 Clayton Street	Full	Full
5DV9683	Luchetta/Lyells Residence	4601 Clayton Street	Full	Full
5DV9684	Ramirez/Leaf Residence	4610 Clayton Street	Full	Full
5DV9685	Dady/Leaf Residence	4611 Clayton Street	Full	Full
5DV9686	Gonzalez-Cruz/Joachim Residence	4620 Clayton Street	Full	None
5DV9687	Ortiz/Lucas Residence	4621 Clayton Street	Full	None
5DV9689	Chaires Residence	4631 Clayton Street	Partial (0.01 acre)	Partial (0.01 acre)
5DV9726	Fletcher/Taylor Residence	4610 Fillmore Street	Full	Full
5DV9727	Fusco/Wilson Residence	4615 Fillmore Street	Full	None
5DV9728	Mary Santa Cruz Trust/Wilson Residence	4620 Fillmore Street	Full	None

## 6.4. Section 4

This section includes properties north and south of I-70. The western boundary is the Market Street Railroad (5AM1298.2) at Monroe Street and the eastern boundary is Tower Road. The historic properties in this section are shown in Figures 20, 21, and 22.

### 6.4.1. Description of existing setting for Section 4

The section includes large industrial and commercial properties and does not have any residential properties. It includes the Safeway Historic District at Colorado Boulevard and several commercial properties noted for representing the Modern Movement and International Style architecture. Three railroad segments also are included in Section 4.

The two subsections include Section 4a (Figure 21), the location of the Rocky Mountain Railroad segment at Havana, 5DV7048.2, and Section 4b (Figure 22), the location of the High Line Canal, 5AM261.2 east of Tower Road.



Figure 20. Section 4 historic properties

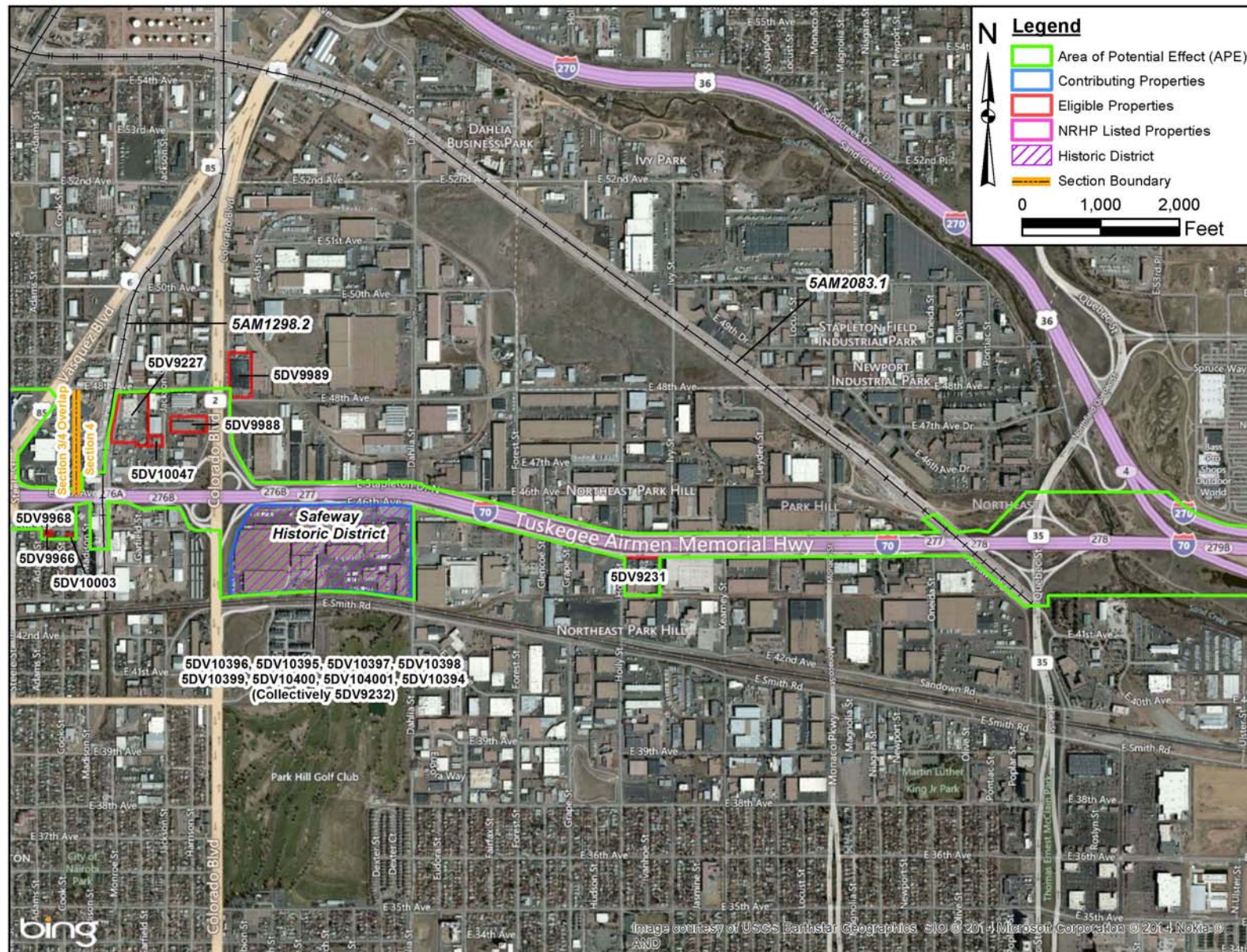
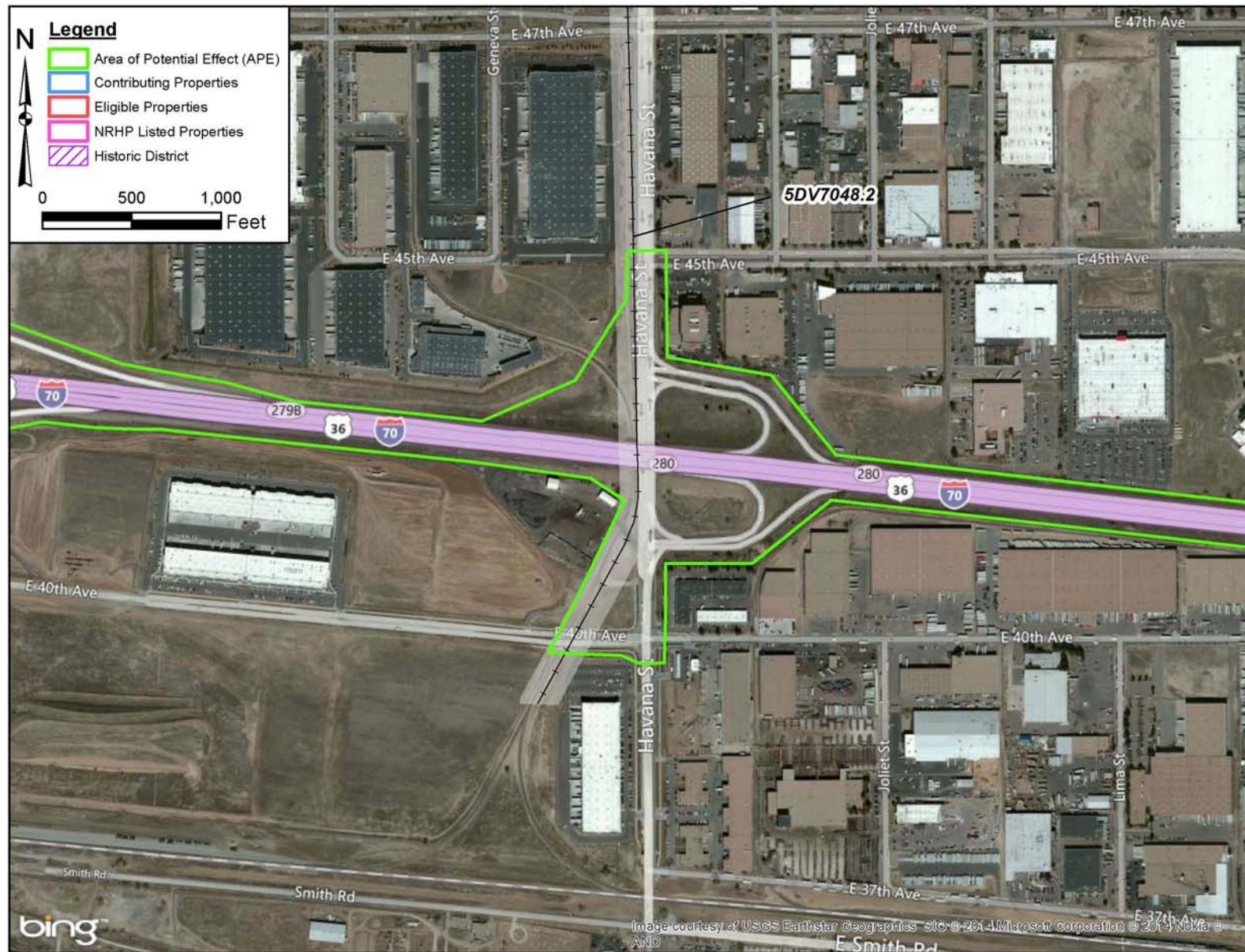




Figure 21. Historic Properties Section 4a









### **6.4.2. Section 4 Alternatives Description**

#### **No-Action Alternative**

For the No-Action Alternative, the replacement of the viaduct would begin at Brighton Boulevard and end west of Colorado Boulevard, on the western edge of Section 4. Reconstruction of the existing viaduct under the No-Action Alternative would require acquisition of additional ROW to maintain traffic on I-70 during the reconstruction effort. In Section 4, the amount of ROW estimated would be approximately 50 feet on the north side of the interstate because the reconstructed viaduct would be approximately 125 feet wider than the existing structure. However, most of the section (and all of Section 4a and Section 4b) is outside of major widening as the viaduct would terminate near Colorado Boulevard.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action Alternative, North Option) or immediately to the south (No-Action Alternative, South Option). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street/Vasquez Boulevard. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 140 feet for the viaduct.

#### **Revised Viaduct Alternative**

The Revised Viaduct Alternative would remain on the existing I-70 alignment with two additional general-purpose lanes in each direction between Brighton Boulevard and Colorado Boulevard or a managed lanes option with two managed lanes. Within Section 4, the width of the general-purpose lanes and the managed lanes are identical. East of Colorado Boulevard, the alignment generally matches the existing I-70 alignment with widening to both sides. Slip ramps and associated acceleration/deceleration lanes at Monaco and Dahlia Streets were eliminated due to traffic operation concerns. Also, East 46th Avenue within this section has been modified to include sidewalk. The majority of property impacts within Section 4 were eliminated with these design changes.

In addition, the work previously included modification of the Quebec Street southbound interchange ramp. The revised design does not require this improvement and the construction limit was adjusted in the vicinity of Quebec and 5AM2083.1, Union Pacific Beltline Railroad segment.

In Section 4, the widening associated with the increase in lanes could be as much as 400 feet, to include the interstate and frontage roads on either side between the Market Street Railroad and Quebec Street. This width includes the reconstruction of the Colorado Boulevard interchange within current highway ROW, associated with the replacement of the viaduct ending at Colorado Boulevard. Visual effects include an increase in the visible mass of the highway. Noise is expected to increase over time, but the area is commercial and industrial, so it does not require noise mitigation.

#### **Partial Cover Lowered Alternative**

The Partial Cover Lowered Alternative would remove the viaduct and reconstruct the highway below the existing ground level between Brighton Boulevard and Colorado Boulevard. The highway would have a lowered section with a depth of approximately 26 feet below grade and would ascend just east of the BNSF Denver Market Street railroad (5AM1298.2) to reach the existing grade east of the Colorado Boulevard interchange.

The widening of I-70 associated with the Partial Cover Lowered Alternative would occur to the north of the existing viaduct and result in the location of the highway approximately 350 feet closer to the properties than the existing viaduct. Widening to the south is not possible because of the locations of the Union Pacific rail yard and the Nestlé Purina PetCare Company south of I-70.

Noise levels were not studied for properties in Section 4 because they are commercial businesses.

### **6.4.3. NRHP-eligible properties and effects in Section 4**

The following section includes brief summaries of NRHP-eligible properties and associated effects in Section 4. A detailed explanation regarding the effects is provided for those properties with more complicated

impacts from the project. A summary of effects in Section 4 is included in Table 13 at the end of this document.

**Safeway Distribution Center Historic District (includes 5DV10394, 5DV10395, 5DV10396, 5DV10397, 5DV10398, 5DV10399, 5DV10400, and 5DV10401)**

The Safeway Distribution Center Historic District consists of a complex of six historic buildings and two railroad spurs, located south of I-70 and east of Colorado Boulevard. Six resources are contributing and two are non-contributing to the historic district. These are listed in Table 9.

The 2012 survey found only a few changes, consisting of a temporary chain-link fence along the northern property boundary that is in place while a retaining wall is being constructed. The doors on the Security Building (5DV10396) have been painted maroon. The other contributing buildings did not have any visible modifications or alterations. At the time of its construction, the Safeway Distribution Center was the largest and most modern of its type west of the Mississippi River. The district is significant due to its association with the establishment of large-scale grocery distribution in the Rocky Mountain Region. While the Safeway Distribution Center district has changed considerably as a result of the appended buildings constructed over the years, its original purpose, function, and historic character have been retained. Numerous additions and modifications have visually obscured the original warehouse in several areas; however, the general characteristics and feel of the original warehouse, truck service garage, and salvage warehouse remain intact, and the historic physical integrity of the district remains good.

The district is eligible under Criterion A because of its significant relationship to the development of Colorado's economic history, while also serving as a substantial contributor to the ascendancy of Denver as the marketing center in the Rocky Mountain Region following World War II. The district also is eligible under Criterion C for its significant architectural features and design—particularly the warehouse, which combines all of the necessary warehouse spaces into one single building and exploits both rail and overland traffic operations from one structure.

**Table 9. Resources within the Safeway Distribution Center Historic District (5DV9232)**

Site Number	Resource Type	Resource Name and Address	National Register Eligibility
5DV10394	Commercial building	Central Warehouse 4200–4600 East 46th Avenue	Contributing
5DV10395	Commercial building	Transport Control Facility	Non-contributing
5DV10396	Commercial building	Security Building	Contributing
5DV10397	Commercial building	Truck Washing Facility	Contributing
5DV10398	Commercial building	Truck Service Facility	Contributing
5DV10399	Commercial building	Salvage Facility	Contributing
5DV10400	Railroad Spur	West Railroad Spur	Contributing
5DV10401	Railroad Spur	East Railroad Spur	Non-contributing

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** There would be no improvements east of Colorado Boulevard for the No-Action Alternative, North Option. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected** for the Safeway Distribution Center Historic District.
  - **No-Action Alternative, South Option:** CDOT has concluded this option would have the same determination as the No-Action Alternative, North Option: **No Historic Properties Affected** for the Safeway Distribution Center Historic District.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would push the Stapleton Drive South alignment farther into the Safeway property (Figure 23). There would be a temporary construction easement and ROW acquisition from the district (totaling 2.1 acres) on the northern edge of the Safeway Distribution Center Historic District. The land that will be acquired currently consists of the northern edge of the parking lot and the Transport Control Facility (5DV10395), a small rectangular building on the northeast edge of the district, which was officially determined to not contribute to the eligibility of the Safeway Distribution Center Historic District. The ROW acquisition also would include a temporary construction easement that extends to the Security Building (5DV10396), a contributing element that is directly east of the Transport Control Facility. However, the Security Building is not within the actual construction footprint, and would not be demolished or moved as a result of the temporary construction easement.

There would be noise, visual, and historic setting changes in the area as a result of this option. The undertaking would involve widening the highway to the north by approximately 95 feet in front of the Safeway Distribution Center Historic District. Visual effects would result from the increase in the visible mass of the highway. The Safeway Distribution Center Historic District may experience a small increase in traffic noise over time due to the freeway widening and added capacity. The undertaking would remove a small, non-contributing building, but the majority of the district would remain intact. The removal of a non-contributing feature within the district will not adversely impact the historic district. The visual or audible elements introduced by the undertaking do not diminish the character-defining features, contributing features, or the integrity of location, materials, workmanship, design, feeling, or association integral to the significance of the district under Criteria A and C. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would cause **No Adverse Effect** to the Safeway Distribution Center Historic District.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option, except that 2.5 acres of property would be required for temporary easements and ROW acquisitions. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in a determination of **No Adverse Effect** for the Safeway Distribution Historic District.

- **Partial Cover Lowered Alternative**

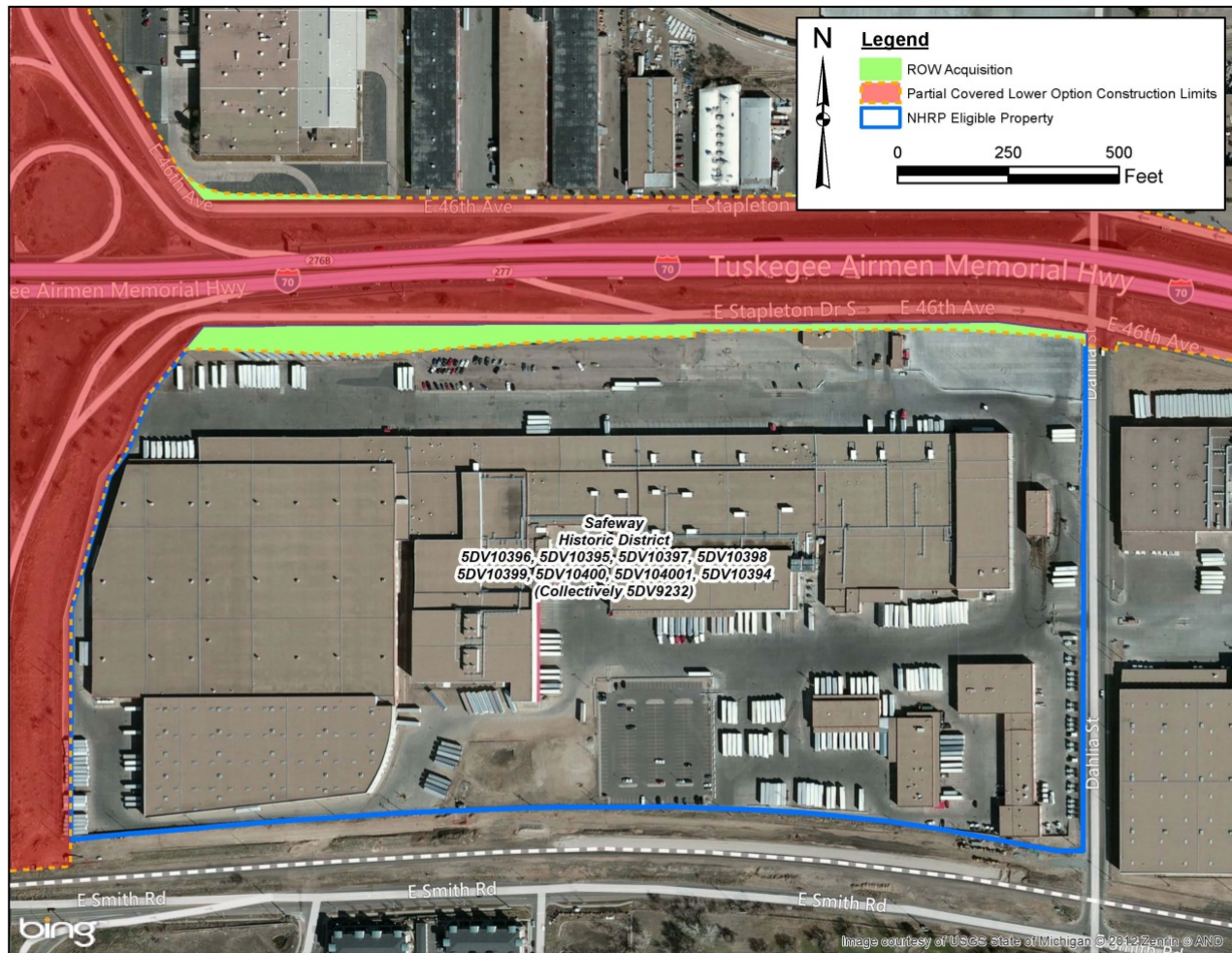
- **Partial Cover Lowered Alternative, Basic and Modified Options:** There would be a partial ROW acquisition of 2.1 acres associated with the Partial Cover Lowered Alternative (Figure 24). The land impacted by this ROW acquisition currently consists of the northern edge of the parking lot and the Transport Control Facility (5DV10395), a small rectangular building on the northeast edge of the district, which was officially determined to not contribute to the eligibility of the Safeway Distribution Center Historic District. The ROW acquisition also would include a temporary construction easement that extends to the Security Building (5DV10396), a contributing element that is directly east of the Transport Control Facility. However, the Security Building is not within the actual construction footprint, and would not be demolished or moved as a result of the temporary construction easement.

There also would be visual and historic setting changes in the area as a result of this alternative. This constitutes an indirect effect to the district, but does not diminish character-defining features, contributing features, or the integrity of location, materials, workmanship, design, feeling, or association integral to the significance of the district under Criteria A and C. The removal of the Transport Control Facility, a non-contributing feature within the district, will not adversely impact the historic district, nor will a temporary construction easement adjacent to the Security Building. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** to the Safeway Distribution Center Historic District.





**Figure 24. Safeway Distribution Center Historic District, Partial Cover Lowered Alternative**



### **Market Street Railroad/Chicago, Burlington & Quincy Railroad (5AM1298)**

Resource 5AM1298.2 is a segment of a standard-gauge railroad that begins north of Sand Creek Junction (located near West 60th Avenue and Brighton Boulevard), runs south to East 39th Avenue, turns west toward the Union Pacific Pullman Shops, and then southwest along Market Street to 18th Street. This segment of the railroad, which is currently in use and maintained, has three tracks that currently pass under the I-70 viaduct. The railroad alignment crosses East 46th Avenue at grade between Steele Street/Vasquez Boulevard and Colorado Boulevard. The Market Street Line also connects with the Union Pacific Railroad on Blake Street. Colorado, Burlington, & Quincy built the Market Street Line in 1911. The tracks, rail ties, and track bedding within this segment have been replaced and/or modified, and a number of spurs along the entire linear resource have been rerouted or altered to accommodate the changing business climate of the areas through which it travels. Research indicates that this segment of mainline remains located along its original alignment and historic ROW and maintains sufficient integrity to support the eligibility of the entire linear resource under Criterion A for its association with the broad history of our country's expansion of commerce in the west as well as the important role it played in the commercial development of metropolitan Denver and Colorado.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be a temporary easement to the railroad grade associated with the No-Action Alternative, North Option. The option would reconstruct the railroad tracks in place and would add railroad crossing panels, which would require a temporary effect to the railroad. A temporary construction easement encompassing 210 feet of the railroad



would be required to facilitate track reconstruction. The undertaking would involve replacing the existing elevated I-70 viaduct with another elevated and wider viaduct, which would require reconstructing the bridge that now crosses the railroad between Steele Street/Vasquez Boulevard and Colorado Boulevard. Construction of the wider bridge, installation of railroad crossing panels, and the temporary easement would not change or modify any of the character-defining features, including the alignment and elevation. The track would be replaced along the historic alignment and within the historic ROW. The tracks, rail ties, and track bedding have already been regularly updated and are not original. In addition, the No-Action Alternative, North Option would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion A. A six-foot diameter storm drain pipe also would be bored beneath the railroad, which may cause minor track bed impacts. At this time, it is anticipated that no easements would be required to facilitate construction or maintenance of the storm drain pipe and that the bore locations would be outside the historic ROW.

The setting would be affected by the replacement of the viaduct; however, the area has already been modified outside the period of significance with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted by the removal and replacement of the viaduct, the integrity of design and association will remain. These aspects of integrity are crucial to convey the railroad's significance under Criterion A. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in a finding of **No Adverse Effect** for the resource.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a **No Adverse Effect** finding for the entire linear resource.
- **Revised Viaduct Alternative**
  - Revised Viaduct Alternative, North Option:** There would be a temporary easement to the railroad grade associated with the Revised Viaduct Alternative, North Option. The option would reconstruct the railroad tracks in place and would add railroad crossing panels, which would require a temporary effect to the railroad measuring approximately 294 feet. The undertaking would involve replacing the existing elevated I-70 viaduct with another elevated and wider viaduct, which would require replacing the bridge that now crosses the railroad between Steele Street/Vasquez Boulevard and Colorado Boulevard. Construction of the wider bridge, installation of railroad crossing panels, and the temporary easement would not change or modify any of the character-defining features, including the alignment and elevation. The track would be replaced along the historic alignment and within the historic ROW. The tracks, rail ties, and track bedding have already been regularly updated and are not original. A six-foot diameter storm drain pipe also would be bored beneath the railroad, which may cause minor track bed impacts. At this time, it is anticipated that no easements would be required to facilitate construction or maintenance of the storm drain pipe and that the bore locations would be outside the historic ROW.

The setting would be affected by the replacement of the viaduct; however, the area has already been modified outside the period of significance with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted by the removal and replacement of the viaduct, the integrity of design and association will remain. These aspects of integrity are crucial to convey the railroad's significance under Criterion A. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to the entire linear resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has determined that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** for this resource.



- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative, Basic and Modified Options:** There would be temporary and permanent easements to the railroad grade associated with the Partial Cover Lowered Alternative because I-70 would be reconstructed below existing ground level. As a result, approximately 2,000 feet of the existing tracks would be relocated onto two new bridges crossing over I-70. The easternmost railroad track would be eliminated because the track has been discontinued approximately 500 feet to the south of I-70. This option would require both the permanent and temporary relocation of the railroad tracks to facilitate new bridge construction. A six-foot diameter storm drain pipe also would be bored beneath the railroad, which may cause minor track bed impacts. At this time, it is anticipated that no easements would be required to facilitate construction or maintenance of the storm drain pipe and that the bore locations would be outside the historic ROW. The relocation of track does not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion A. CDOT has determined that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to the resource.

### **Union Pacific Beltline Railroad (5AM2083)**

Resource 5AM2083.1 consists of a two-track segment of standard-gauge railroad that begins north of the westbound lanes of I-70 at Stapleton Drive, the frontage road on the north side of I-70. The rail line travels diagonally to the northwest, bisecting both the Union Pacific Railroad and BNSF Railway south of the Suncor Refinery. The ending location of the recorded segment of the rail line is located near East 56th Avenue and Elizabeth Street. The rail line was intended to connect manufacturing businesses in the north and west portion of the Denver metropolitan area to the eastern part of the Denver metropolitan area via the Rock Island and Union Pacific Railroad tracks. The mainline helped eliminate the need to travel through congested urban areas and was constructed in 1951. As of the date of the survey (2007), the railroad tracks appear new and the ties have likely been replaced recently as well. The bed upon which the rails and ties sit also has been refilled and replaced with new stone over the years; however, original bed material lies beneath the newer ballasting. The segment within the APE contributes to the overall eligibility of the Union Pacific Beltline Railroad as a whole because the mainline continues to be located along the historic ROW and maintains its original purpose and function of connecting central, metropolitan Denver to other important rural and urban centers in the western United States and beyond. The Union Pacific Beltline Railroad is eligible for the NRHP under Criterion A for its association with the broad history of our country's expansion of commerce in the West.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be no impacts to the railroad segment since the No-Action Alternative, North Option improvements end west of this resource, at Colorado Boulevard. Therefore, CDOT has determined that the No-Action Alternative, North Option would result in a finding of **No Historic Properties Affected** for this resource.
- **No-Action Alternative, South Option:** This option would have a similar impact as the No-Action Alternative, South Option. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a finding of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This railroad segment begins north of I-70 at Stapleton Drive and heads northwest to a point near the Suncor refinery. Within the project corridor, the Union Pacific Railroad segment is located just west of the Quebec Street interchange. The Revised Viaduct Alternative, North Option would construct a new I-70 bridge over the railroad west of Quebec Street, including improvements to the ramp that carries traffic from Quebec Street to westbound I-70. To facilitate overhead bridge construction, the project would require a temporary easement of 311 feet from the railroad. Other changes would include widening the interstate in this location. The construction of a bridge over the railroad would change the setting of the railroad segment. However, it would not change or modify the current appearance of the railroad grade or any of the character-defining features, including the alignment or elevation. The entire length of the railroad is already crossed by several crossing

features and the setting surrounding the railroad has changed over the years with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted, the integrity of design and association will remain and the proposed work will not impact the ability of the railroad to convey significance under Criterion A. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a **No Adverse Effect** to the resource.

- **Revised Viaduct Alternative, South Option:** This option would result in a similar impact as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a **No Adverse Effect** to this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The Partial Cover Lowered Alternative (similar to the Revised Viaduct Alternative, North and South Options) would construct a new I-70 bridge over the railroad west of Quebec Street, including improvements to the ramp that carries traffic from Quebec Street to westbound I-70. To facilitate overhead bridge construction, the project would require a temporary easement of 311 feet from the railroad. Other changes would include widening the interstate in this location. The construction of a bridge over the railroad would change the setting of the railroad segment. However, it would not change or modify the current appearance of the railroad grade or any of the character-defining features, including the alignment or elevation. The entire length of the railroad is already crossed by several crossing features and the setting surrounding the railroad has changed over the years with the alteration of surrounding land use for various industries and residential development. Although the integrity of setting may be impacted, the integrity of design and association will remain and the proposed work will not impact the ability of the railroad to convey significance under Criterion A. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** to the resource.

### **Tri-R Recycling Business, 3600 East 48th Avenue (5DV9227)**

This is a commercial property, consisting of a brick office area backed by an attached cinderblock warehouse upon a concrete foundation. The building is located in the Elyria and Swansea Neighborhood of Denver in an area that is primarily industrial/commercial in character. The 2012 survey found a change in business names reflected in the change in the wooden sign on the northeast portion of the office, which has been covered with a laminate sign reflecting the new business name. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of the Modern Movement and International style commercial buildings from the middle of the 20th century.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is located north of I-70, just south of East 48th Avenue. There would be no temporary or permanent easements or ROW acquisitions from this resource. Potential indirect effects include changes to the visual setting from the replacement of the existing viaduct. The No-Action Alternative, North Option would bring the elevated highway approximately 75 feet closer to the properties than current conditions. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the revised viaduct and other visual changes will not impact the resource's ability to convey significance as a good example of the Modern Movement and International style. The commercial property may experience a small increase in traffic noise over time, although detailed noise analysis of commercial areas was not performed as part of the noise study.

Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected** for this resource.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** This property is located north of the northern limits of work for the Revised Viaduct Alternative, North Option in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but potential indirect effects in the form of changes to the visual and historic setting would occur from the proposed work to widen I-70 and reconfigure the on- and off-ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the north by approximately 220 feet, so it would be closer to this property. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The property may experience a small increase in traffic noise over time due to the widening of and added capacity of I-70, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the revised viaduct or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in a determination of **No Adverse Effect** to the resource.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a **No Adverse Effect** to this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property is located north of the northern limits of work for the Partial Cover Lowered Alternative in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but potential indirect effects in the form of changes to the visual and historic setting would occur due to the lowering of the interstate, eliminating the visual intrusion of the viaduct, and reconfiguring the on- and off-ramps for traffic flow between I-70 and Colorado Boulevard. This property was constructed in 1957, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has concluded that the Partial Cover Lowered Alternative would result in a determination of **No Adverse Effect** to the resource.

#### **Univar, 4300 Holly Street (5DV9231)**

Univar USA is a company that specializes in chemical distribution and hazardous materials transportation and disposal. This is a one-story, brick, commercial building located in the Northeast Park Hill Neighborhood of Denver south of I-70 in an area that is primarily industrial/commercial in character. The 2012 survey found



no modifications or alterations to the property since the previous survey. The main building on this property does not appear to have undergone any structural additions or modifications since its 1960 date of construction. It is eligible for listing on the NRHP under Criterion C as a good example of a mid-20th century commercial building with International style features.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be no effects to this resource since the No-Action Alternative, North Option improvements end west of this resource, at Colorado Boulevard. Therefore, CDOT concludes that the No-Action Alternative, North Option would result in a finding of **No Historic Properties Affected** for the resource.
- **No-Action Alternative, South Option:** This option would be the same as the No-Action Alternative North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a finding of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** There would be a permanent ROW acquisition of 458 square feet (less than 0.01 acre) of the northwest corner of the Univar property associated with the Revised Viaduct Alternative, North Option (Figure 25). The acquisition would impact a portion of the parking lot along the northern edge of the property to allow construction access for the planned improvements to I-70. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of this parcel and the historic building would remain intact.

The Revised Viaduct Alternative, North Option would result in indirect effects in the form of noise, visual, and historic setting changes to this resource. This property was constructed in 1960, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. This commercial property may experience a small increase in traffic noise over time due to the widening of I-70 and the added capacity, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the revised viaduct or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to the resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in **No Adverse Effect** to this resource.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** There would be permanent ROW acquisition of 458 square feet (less than 0.01 acre) of the northwest corner of the Univar property associated with the Partial Cover Lowered Alternative (Figure 25). The acquisition would result in a permanent impact to a portion of the parking lot along the northern edge of the property to allow construction access for the planned improvements to I-70. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of this parcel and the historic building would remain intact.

The Partial Cover Lowered Alternative would result in indirect effects in the form of noise, visual, and historic setting changes to this resource as a result of the lowered highway. This property was constructed in 1960, just prior to the construction of the existing I-70 viaduct. The viaduct

was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. This commercial property may experience a small increase in traffic noise over time due to the widening of I-70 and added capacity, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the lowered highway or other visual changes will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined the Partial Cover Lowered Alternative would result in a finding of **No Adverse Effect** to the resource.

**Figure 25. Univar, Revised Viaduct North and South Options, Partial Cover Lowered Alternative**



**General Motors Corporation-Goalie Construction Business, 4715 Colorado Boulevard (5DV9988)**

This is a one-story, commercial-use building with steel frame and posts, curtain walls (cinder block and brick faced), steel deck roof, and concrete floors located north of I-70 and west of Colorado Boulevard. It is located in the Northeast Park Hill Neighborhood of Denver in an area that is primarily industrial/commercial in character. This building was constructed as a parts distribution center for General Motors Corp., Truck and Coach Division, in 1953 and was owned and operated by General Motors until the 1970s. The 2012 survey found the property is vacant. Only the sign framework remains on the upper right part of the east façade. A small wood frame and plywood addition on the rear of the building was not noted in the original survey; it is

unknown when this addition was built. The building is eligible for listing on the NRHP under Criterion C as a good example of the International style of architecture.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** No temporary or permanent easements or ROW acquisitions would be required for this resource. Potential indirect effects include visual changes to the setting and increases in noise. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location (by approximately 100 feet). However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. In addition, the property would still be more than 600 feet from I-70. The commercial property may experience a small increase in traffic noise over time, although detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of other visual changes will not impact the resource's ability to convey significance as a good example of the International style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected** for this resource.
- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT concludes that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property is located north of the northern limits of work for the Revised Viaduct Alternative, North Option in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but potential effects in the form of changes to the visual setting would occur from the proposed work to widen I-70 and reconfigure the on- and off-ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the north by approximately 190 feet, moving it closer to this property. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the replacement of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The property may experience a small increase in traffic noise over time due to the widening of I-70, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of a new viaduct or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has concluded that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to the resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes that the Revised Viaduct Alternative, South Option would result in **No Adverse Effect** to this resource.

- **Partial Cover Lowered Alternative**

- **Partial Cover Lowered Alternative, Basic and Modified Options:** This property is located north of the northern limits of work for the Partial Cover Lowered Alternative in Section 4. There



would be no temporary or permanent construction easements or ROW acquisition, but there would be potential indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1953, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has determined that the Partial Cover Lowered Alternative result in a finding of **No Adverse Effect** to the resource.

#### **United States Rubber Co., 4800 Colorado Boulevard (5DV9989)**

This is a one-and-one-half-story, rectangular plan, commercial-use building with a flat roof, and a pier and brick masonry curtain wall construction. The building is located in the Northeast Park Hill Neighborhood of Denver, north of I-70 and east of Colorado Boulevard, in an area that is primarily industrial/commercial in character. The 2012 survey found a white picket fence installed in front of the windows on the southern portion of the west façade, next to the entrance door. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good architectural representative of a mid-20th century International style with Usonian characteristics.

- **No-Action Alternative**

- **No-Action Alternative, North Option:** There would be no temporary or permanent easements or ROW acquisitions for this resource. There would be indirect effects from the replacement of the existing elevated I-70, in the form of visual changes to the setting. The No-Action Alternative, North Option would bring the elevated highway approximately 50 feet closer to the property than current conditions. This property was constructed in 1954, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The commercial property may experience a small increase in traffic noise over time due to the No-Action Alternative, North Option, although detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of other visual changes will not impact the resource's ability to convey significance as a good example of the international style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a finding of **No Historic Properties Affected** for this resource.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, CDOT has concluded that the No-Action Alternative, South Option would result in a determination of **No Historic Properties Affected** for this resource.

- **Revised Viaduct Alternative**

- **Revised Viaduct Alternative, North Option:** This property is located north of the northern limits of work for the Revised Viaduct Alternative, North Option in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but indirect effects in the form of visual and historic setting changes would occur from the proposed work to widen I-70 and reconfigure the on- and off-ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the north by approximately 150

feet, moving closer to this property. This property was constructed in 1954, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The property may experience a small increase in traffic noise over time due to the widening of I-70, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the new viaduct or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Adverse Effect** to the resource.

- **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT has concluded that the Revised Viaduct Alternative, South Option would result in a finding of **No Adverse Effect** to this resource.
- **Partial Cover Lowered Alternative**  
**Partial Cover Lowered Alternative, Basic and Modified Options:** This property is located north of the northern limits of work for the Partial Cover Lowered Alternative in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but there would be potential indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1954, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has determined that the Partial Cover Lowered Alternative result in a finding of **No Adverse Effect** to the resource.

#### **Core Power Construction/Buckley JD Inc.-Buckley Explosives of Wyoming, 4701 Jackson Street (5DV10047)**

This is a one-story, T-shaped plan, commercial-use building constructed of iron posts with brick facing with a flat roof, located north of I-70. The building is located in an area that is primarily industrial/commercial in character. The 2012 survey found no additional modifications or alterations to the property from the prior survey. Although it has undergone limited modern alterations, the resource retains sufficient integrity of design, materials, and workmanship to demonstrate the resource's eligibility under Criterion C in the area of Architecture as a good example of the International style.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** There would be no temporary or permanent easements or ROW acquisitions to this resource. There would be indirect effects in the form of visual changes to the setting from the replacement of the existing elevated I-70. This property was constructed in 1955, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The replacement of the viaduct would be closer than its existing location. However, the integrity of setting was already compromised with the addition of the existing viaduct, the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials.

The commercial property may experience a small increase in traffic noise over time due to the No-Action Alternative, North Option, although detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of other visual changes will not impact the resource's ability to convey significance as a good example of the international style. Therefore, CDOT has concluded that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected** for this resource.

- **No-Action Alternative, South Option:** This option would have a similar effect as the No-Action Alternative, North Option. Therefore, the No-Action Alternative, South Option would result in a finding of **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, South Option:** There would be no temporary or permanent construction easements or ROW acquisition, but indirect effects in the form of noise, visual, and historic setting changes would occur from the proposed work to widen I-70 and reconfigure the on- and off-ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the north by approximately 200 feet, moving it closer to this property. This property was constructed in 1955, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its replacement will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The property may experience a small increase in traffic noise over time due to the widening of I-70, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The building retains integrity of design, workmanship, and materials needed to be eligible under Criterion C, so the construction of the new viaduct or other visual changes, including the closer proximity of the viaduct to the resource, will not affect the features that qualify the resource for inclusion in the NRHP. Therefore, CDOT concludes that the Revised Viaduct Alternative, North Option would result in **No Adverse Effect** to the resource.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in **No Adverse Effect** to this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** This property is located north of the northern limits of work for the Partial Cover Lowered Alternative in Section 4. There would be no temporary or permanent construction easements or ROW acquisition, but potential indirect effects related to noise, visual, and setting changes in the area due to the lowering of the interstate and eliminating the visual intrusion of the viaduct. This property was constructed in 1955, prior to the construction of the existing I-70 viaduct. The viaduct was constructed outside the period of significance for the resource and, as such, its removal will not diminish the character-defining features that make the resource eligible for the NRHP under Criterion C. The integrity of setting has further been diminished by the removal of surrounding original buildings, construction of newer residences and industrial buildings, and modifications to original building materials. The property may experience a small increase in traffic noise over time due to the widening of I-70, but a detailed noise analysis of commercial areas was not performed as part of the noise study. The introduction of the lowered highway would not diminish the integrity of design, workmanship, and materials necessary to convey significance under Criterion C. Therefore, CDOT has concluded that the Partial Cover Lowered Alternative would result in a **No Adverse Effect** to the resource.



### Rocky Mountain Arsenal Railroad (5DV7048)

Resource 5DV7048.2 is a segment of the Rocky Mountain Arsenal Railroad that is an active standard-gauge railroad spur that departs the Union Pacific Railroad mainline and connects with the BNSF line to the northwest. The segment parallels Havana Street and enters the project corridor in the same location where Havana intersects I-70 in Section 4a. It was originally part of the Kansas Pacific (KP) Railway built in 1870. In 1880, KP Railway, Denver Pacific (DP), and Union Pacific Railroad were consolidated into an enlarged Union Pacific Railroad. This railroad segment of the Rocky Mountain Arsenal, and its associated structures and features in Adams and Denver Counties, has undergone a number of alterations. The addition of commercial buildings near and at I-70 has required rerouting of a portion of the Rocky Mountain Arsenal Railroad track. The appearance has been modified, but the grade is mostly intact and the ballast is still visible. Despite modifications, this segment retains sufficient integrity to support the eligibility of the larger linear resource, which is eligible for listing on the NRHP under Criterion C. In May 2009, as part of the Section 106 consultation for the Central Park Boulevard Environmental Assessment, SHPO concurred with this determination.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is in Section 4a and not near the viaduct, and would not be impacted by the No-Action Alternative, North Option. CDOT has determined that the No-Action Alternative, North Option would result in a determination of **No Historic Properties Affected** for this resource.
  - **No-Action Alternative, South Option:** CDOT has reached the same determination for the No-Action Alternative, South Option: **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option would construct a new I-70 bridge and Havana Street ramp bridges over a relocated track spur. The relocation of the track would result in a direct effect to 1,230 feet of the railroad. Construction of the new bridge would require line re-alignment and grade lowering to meet the clearance specifications of the new bridge and the railroad would be relocated approximately 180 feet west of its current location. The alteration of this segment of the historic railroad line would modify the historic grade and would diminish the integrity of design and association, as well as the character-defining features that make the entire railroad eligible for the NRHP. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in an **Adverse Effect** to the resource.
  - **Revised Viaduct Alternative, South Option:** This option would have a similar effect as the Revised Viaduct Alternative, North Option. Therefore, CDOT concludes the Revised Viaduct Alternative, South Option would result in an **Adverse Effect** to this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** Similar to the Revised Viaduct Alternative, North and South Options, the Partial Cover Lowered Alternative would construct a new I-70 bridge and Havana Street ramp bridges over a relocated track spur. The relocation of the track would result in a direct effect to 1,230 feet of the railroad. Construction of the new bridge would require line re-alignment and grade lowering to meet the clearance specifications of the new bridge and the railroad would be relocated approximately 180 feet west of its current location. The alteration of this segment of the historic railroad line would modify the grade and diminish the integrity of design and association, as well as the character-defining features that make the entire railroad eligible for the NRHP. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in an **Adverse Effect** to the resource.

### High Line Canal (5AM261)

The recorded segment of the High Line Canal, depicted in Section 4b, was an expansion of the original High Line Canal (Figure 17). The segment is located east of Tower Road. The system in the eastern Denver metropolitan area was built during the 1890s and early 1900s in response to fears and the reality of a

drought during the early 1890s, and to encourage the raising of sugar beets in the area. The entire High Line Canal system is significant under Criterion A for its association with agricultural and urban uses of water and irrigation, and with the early settlement and development of Denver and the recorded segment supports the eligibility of the entire linear resource.

- **No-Action Alternative**
  - **No-Action Alternative, North Option:** This property is in Section 4b and not near the viaduct, so it would not be impacted by the No-Action Alternative, North Option. CDOT has determined that the No-Action Alternative, North Option would result in a finding of **No Historic Properties Affected** for this resource.
  - **No-Action Alternative, South Option:** The same determination has been made for this option as for the No-Action Alternative, North Option: **No Historic Properties Affected** for this resource.
- **Revised Viaduct Alternative**
  - **Revised Viaduct Alternative, North Option:** The High Line Canal passes under Tower Road through a concrete box culvert just south of the existing interchange with I-70. The Revised Viaduct Alternative, North Option would have no effect on the High Line Canal in Section 4b because it is outside of the APE. The work ends west of Tower Road and currently does not include impacts to this segment. Therefore, CDOT has determined that the Revised Viaduct Alternative, North Option would result in a finding of **No Historic Properties Affected** for this resource.
  - **Revised Viaduct Alternative, South Option:** As with the Revised Viaduct Alternative, North Option, CDOT has concluded that the south option would result in a finding of **No Historic Properties Affected** for this resource.
- **Partial Cover Lowered Alternative**
  - **Partial Cover Lowered Alternative, Basic and Modified Options:** The High Line Canal passes under Tower Road through a concrete box culvert just south of the existing interchange with I-70. None of the alternatives would have an effect on the High Line Canal segment in Section 4b because the only location where the canal crosses the APE is under Tower Road. Current designs show the work would end west of Tower Road and would not include impacts to this segment. Therefore, CDOT has determined that the Partial Cover Lowered Alternative would result in a finding of **No Historic Properties Affected** for this resource.

## 7. Cumulative Impact Assessment for Historic Properties

Section 800.5 of the Section 106 regulations (36 CFR Part 800) requires federal agencies to consider the effects of their projects on historic properties. The criteria of adverse effect [800.5(a)(1)] includes the following language pertinent to cumulative effect assessments: “Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.” Accordingly, an assessment of potential cumulative impacts to historic properties in the I-70 East corridor is discussed in this section, following this definition of cumulative effects. The study area for this analysis is the APE.

The analysis timeframe for this assessments was defined as 1960 through 2035 based on scoping and stakeholder input and since 1960 was the year that planning for I-70 began. The horizon year of 2035 is used in the CDOT *2035 Statewide Transportation Plan* (2008), the Denver Regional Council of Governments (DRCOG) *DRCOG 2035 Metro Vision Regional Transportation Plan* (2005), and the future planning year used for the Supplemental Draft EIS. Cumulative effects under NEPA are evaluated in the Draft EIS and Supplemental Draft EIS.

The methodology for this Section 106 cumulative effects assessment is reflective of reasonably foreseeable effects, based on an analysis of past and present actions; reasonably foreseeable effects are evaluated for each alternative and option, as required by 36 CFR Part 800.

## 7.1. Past Actions

Public outreach and research conducted for this document indicates that past projects have impacted neighborhood cohesion within the study area. The residential communities of Elyria and Swansea, Globeville, and Northeast Park Hill became bisected when I-70 was originally constructed in the early 1960s, resulting in the operation of large-scale commercial operations along the interstate. In the 1960s, transportation projects—including I-70—required residential and commercial relocations. Residential acquisitions and relocations near I-70 were associated with the expansion of the National Western Complex Hall of Education (1973), Expo Hall (1991), and Events Center (1995). During these early I-70 years, areas along the interstate urbanized with commercial and industrial uses that benefitted from being close to the highway. While Denver's central business district and the neighborhoods immediately surrounding downtown have seen redevelopment in the past 30 years, other neighborhoods immediately adjacent to I-70 have not benefitted from this urban renewal, property values remain low. The relationship between socioeconomics, neighborhood cohesion, land use, right-of-way acquisition, noise, public infrastructure and historic resources has been weak in the Elyria and Swansea Neighborhood. Even though the neighborhood has a number of significant historic resources, there has been very little effort prior to this project to better understand the history or to preserve or save buildings that are threatened. In addition, very little investment has been made in the historic resources of the neighborhood, either through grant-funded preservation projects or by supporting the continued usage of older buildings as residences or as viable businesses or restaurants. The cohesion of the neighborhood has been negatively impacted by the location of the viaduct, which is a barrier for residents who want to travel within the neighborhood, including access to the Swansea Elementary School or local businesses.

## 7.2. Present Actions

The current project is considering a No-Action Alternative (with two options) and two build alternatives (Revised Viaduct Alternative and Partial Cover Lowered Alternative), each with multiple options. The project alternatives will utilize the existing highway alignment, but will expand to the north or south for constructability reasons or for additional capacity, requiring right-of-way acquisitions. A central concern with regard to the subject project and proposed alternatives with regard to cumulative effects to historic resources is in land use and induced development. The current I-70 East EIS studied the potential for changes in land use patterns and stimulation of induced development for each alternative considered. As reflected in Section 5.4.3 of the EIS, induced development occurs when project alternatives directly change how land is used or if project implementation induces enough anticipated or unanticipated development that land use patterns change. Induced development is possible when alternatives require highway access points where there are currently none.

## 7.3. Reasonably Foreseeable Actions

The reasonably foreseeable actions are discussed below by action and option.

- **No-Action Alternative**

**No-Action Alternative, North Option:** In consideration of reasonably foreseeable effects, the No-Action Alternative, North Option is not expected to improve future mobility, and would not contribute to the development of urban centers and transportation improvement needs identified in the neighborhood. Under this alternative, the existing conditions with regard to land use within the corridor are not expected to change as a result of the No-Action Alternative, North Option. Under this alternative, the existing viaduct will be replaced with a new structure with similar characteristics (i.e., alignment, width and elevation). Properties located both north and south of the alignment would be impacted as a result of this alternative by right-of-way acquisitions, but the audible and visual characteristics of the structure would be similar to the existing viaduct,



with the exception of the introduction of new noise walls which mitigate noise impacts, but represent a new visual element in the setting.

The majority of eligible resources within the APE are eligible under Criterion C in the area of Architecture. The character-defining features of these resources are predominantly tied to the physical attributes of the resource; modifications to the setting would not affect the eligibility of these resources. The balance of resources are eligible under Criterion A, and in most cases the integrity of setting has been diminished and no longer contributes to the features of these resources qualifying them for the NRHP. Continued changes in setting will not diminish the features that qualify the resources within the APE for inclusion in the NRHP.

The No-Action Alternative, North Option does not include new access points; induced development is not anticipated.

As the subject alternative would replace the existing setting feature represented by the viaduct, and is not anticipated to result in induced development or changes in land use, the No-Action Alternative, North Option would not result in cumulative effects tied to the undertaking under this alternative. As a result, CDOT concludes that the No-Action Alternative, North Option would result in *No Adverse Effect* with respect to cumulative effects.

- **No-Action Alternative, South Option:** Same as No-Action Alternative, North Option.
- **Revised Viaduct Alternative**
  - Revised Viaduct Alternative, North Option:** The Revised Viaduct Alternative, North Option will improve future mobility more than the No Action Alternative since it will include additional capacity. Under this alternative, the existing conditions with regard to land use within the corridor are not expected to change as a result of the Revised Viaduct Alternative, North Option. Under this alternative, the existing viaduct will be replaced with a new structure with similar characteristics (i.e., alignment and elevation); however, the replacement structure will be wider than the existing facility to allow for added capacity. Properties located both north and south of the alignment would be impacted as a result of this alternative by right-of-way acquisitions, but the audible and visual characteristics of the structure would be similar to the existing viaduct (slightly larger due to the wider viaduct), with the exception of the introduction of new noise walls which mitigate noise impacts, but represent a new visual element in the setting.

The majority of eligible resources within the APE are eligible under Criterion C; therefore, modifications to the setting would not affect the eligibility of most resources in this area. The balance of resources are eligible under Criterion A, and in most cases the integrity of setting has been diminished and no longer contributes to the features of the resource that qualify it for the NRHP. Continued changes in setting will not diminish the features that qualify the resources within the APE for inclusion in the NRHP.

The Revised Viaduct Alternative, North Option removes the York Street interchange and consolidates the existing slip ramp interchange system of Dahlia Street, Holly Street, and Monaco Street to a single interchange at Holly Street. The streamlined intersections created under this alternative are designed to alleviate congestion, but are not anticipated to create access-related land use changes. Because no new interchanges are proposed, the subject alternative is not anticipated to induce development or cause unforeseen land use changes.

As the subject alternative would replace the existing setting feature represented by the viaduct, and is not anticipated to result in induced development or changes in land use, the Revised Viaduct Alternative, North Option would not result in cumulative effects tied to the undertaking under this alternative. As a result, CDOT concludes that the Revised Viaduct Alternative, North Option would result in *No Adverse Effect* with respect to cumulative effects.

- **Revised Viaduct Alternative, South Option:** Same as Revised Viaduct Alternative, North Option.
- **Partial Cover Lowered Alternative**

**Partial Cover Lowered Alternative (Basic or Modified Options):** The Partial Cover Lowered will improve future mobility more than the No Action Alternative since it will include additional capacity. Under this alternative, the existing conditions with regard to land use within the corridor are not expected to change. Under this alternative, the highway corridor will follow a similar alignment as the existing facility, but will be at or below grade. The Partial Cover Lowered Alternative will be wider than the existing facility to allow for additional capacity and for 46th Avenue to be relocated adjacent to the interstate. Future land use conditions are anticipated to be a mix of land development types including residential, commercial, and industrial development interspersed with government/institutional properties and parks/open space consistent which is similar to the existing conditions. Improved mobility may support developing urban centers within the Elyria and Swansea Neighborhood. These urban centers could result in foreseeable investments in residential and commercial development, which could ultimately benefit historic resources through restoration and rehabilitation efforts. Conversely, the investment in the community could result in the redevelopment of the area and demolition or alteration of historic buildings, resulting in impacts to the historic character of the community.

Properties located both north and south of the alignment would be impacted as a result of this alternative by right-of-way acquisitions. Lowering the highway with the Partial Cover Lowered Alternative results in a minimization of noise impacts and affects fewer dwelling units than either the No-Action or Revised Viaduct Alternatives. The viaduct structure is not identified as a contributing setting feature in the eligibility of any historic resources evaluated within the APE. Some resources, in particular those significant in the area of industry and commerce under Criterion A, are significant for their connection to the transportation corridor, not necessarily the viaduct structure itself. This alternative preserves the transportation corridor; therefore the removal of the viaduct does not diminish the features that qualify the resources for the NRHP.

Similar to the previous alternatives, noise walls would mitigate audible impacts, but represents new visual setting elements. The majority of eligible resources within the APE are eligible under Criterion C; therefore, modifications to the setting would not affect the eligibility of most resources in this area. The balance of resources are eligible under Criterion A, and in most cases the integrity of setting has been diminished and no longer contributes to the features of the resource that qualify it for the NRHP. Continued changes in setting will not diminish the features that qualify the resources within the APE for inclusion in the NRHP.

The Partial Cover Lowered Alternative, *Basic Option* removes the York Street interchange and consolidates the existing slip ramp system of Dahlia Street, Holly Street, and Monaco Street to a single interchange at Holly Street. In addition, the Partial Cover Lowered Alternative, *Modified Option*, includes removal of highway access at York Street and Steele Street/Vasquez Boulevard. The Basic Option is not anticipated to induce development or create unforeseen changes in access-related land use. The Modified Option could result in access-related land use changes as a result of the loss of convenient highway access for commercial and industrial properties in the Elyria and Swansea Neighborhood. Improved intersections at Brighton Boulevard and Colorado Boulevard may negate the potential access related changes. Because no new connectivity is proposed, the subject alternative is not anticipated to induce development.

The subject alternative is not anticipated to result in setting changes that would diminish the eligibility of historic resources beyond those affected by acquisition, and the alternative is not anticipated to result in induced development. The Partial Cover Lowered Alternative would not result in cumulative effects tied to the undertaking under this alternative. As a result, CDOT concludes that the Partial Cover Lowered Alternative would result in *No Adverse Effect* with respect to cumulative effects.

## 8. Conclusion

The majority of the eligible resources along this corridor are eligible for Criterion C, under architecture. The buildings retain sufficient integrity to support eligibility and the integrity of setting is poor due to extensive alterations to the neighborhood (including the original construction of the I-70 viaduct), thus further modifications to this transportation corridor would not impact the features that qualify the resource for inclusion in the NRHP of the majority of the resources. The balance of resources are eligible under Criterion A, and in most cases the integrity of setting has been diminished and no longer contributes to the features of these resources qualifying them for the NRHP. Continued changes in setting will not diminish the features that qualify the resources within the APE for inclusion in the NRHP.

These effect determinations have been prepared in accordance with the Section 106 regulations, CFR 800.5. CDOT and FHWA request that consulting parties provide comments on these determinations. Consulting parties are encouraged to use the digital format provided to insert comments, questions, or issues into the document.

In conclusion, all of the effect determinations are summarized in Table 10 through Table 13.



Table 10 Section 1 summary of eligibility and effects

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
Historic Districts														
5DV10050	National Western Historic District	<ul style="list-style-type: none"><li>Eligible A &amp; C</li><li>Commerce, economics, and social history with connection to meat packing and cattle raising industries</li><li>Architecture for variety of styles represented in buildings in district.</li><li>Seven contributing buildings within APE.</li></ul>	Historic setting—outfall	No historic properties affected	Historic setting—outfall	No historic properties affected	Historic setting—outfall	No adverse effect	Historic setting—outfall	No adverse effect	Historic setting—outfall	No adverse effect	Historic setting—outfall	No adverse effect
5AM125	Riverside Cemetery 5201 Brighton Boulevard	Listed—National Register	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	Adjacent outfall	No historic properties affected	Adjacent outfall	No historic properties affected
Linear Resources														
5DV6247.3	Burlington and Colorado/Chicago, Burlington, and Quincy Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No historic properties affected	Historic setting, visual, noise	No historic properties affected
5DV11283	York Street/E. 40 <sup>th</sup> Ave. Brick Sanitary Sewer	<ul style="list-style-type: none"><li>Eligible D</li><li>Oval-shaped brick sewer</li></ul>	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect	Reconstruct sewer	Adverse Effect	Reconstruct sewer	Adverse Effect
5DV4725	Delgany Common Interceptor Sewer	<ul style="list-style-type: none"><li>Eligible D</li><li>Brick sewer</li></ul>	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No Adverse Effect	None	No Adverse Effect
5AM465.9	Burlington Ditch/ O'Brien Canal	<ul style="list-style-type: none"><li>Eligible A</li><li>Ditch/Canal</li></ul>	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect	None	No Adverse Effect
Individually-Eligible Properties														
5DV1247	Kosik Residence 4681–4683 Baldwin Court	<ul style="list-style-type: none"><li>Eligible C</li><li>One-story dual occupancy residential brick building, Denver Terrace style</li></ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	No adverse effect	Full ROW acquisition	No adverse effect
5DV9660	Torres Residence 4656 Baldwin Court	<ul style="list-style-type: none"><li>Eligible C</li><li>One-and-one-half-story residential brick building, Late Victorian style</li></ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect

Site Number	Property Name and Address	National Register Eligibility/ NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV9735	Rudy/Bernal Residence 4618 High Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One residential brick building, Late Victorian style</li> </ul>	Full ROW acquisition due to proximity to new viaduct	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect
5DV9780	Garcia Residence 4617–4625 Race Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>Two-story multi-family brick residence, Late 19th Century American Movements/Terrace</li> </ul>	Full ROW acquisition due to proximity to new viaduct	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect
5DV9795	Adams Clock LLC/Mann Residence 4645 Williams Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick residence, Late 19th Century Revivals/Terrace</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9805	E.G. Trading Post 1630–1632 East 47th Avenue	<ul style="list-style-type: none"> <li>Eligible A &amp; C</li> <li>One-story retail/commercial brick building; social history of Elyria as a local brewery and saloon, commercial form of the Denver Terrace style</li> </ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9823	Miller Residence 4675 Williams Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-and-one-half-story residential building. Late Victorian Vernacular Style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9828	Herzberg Property 4665–4669 Williams Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story, multiple family residential brick building. Denver Terrace style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10034	Ponce Residence 4668 High Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One and one half residential building 19th Century American Movement style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV10040	Garcia Residence 4695 High Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-and-one-half-story brick residential building. Victorian Vernacular style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10085	Allen Investment Group, Inc./Kretschmar Residence 4662–4664 Williams Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story multiple family brick residential building</li> <li>• Craftsman style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10135	Abrams/Loretta Residence 4679 Vine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-and-one-half-story residential building. Late Victorian Vernacular style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect



**Table 11. Section 2 summary of eligibility and effects**

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
Railroads														
5DV6248.4	Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Temporary impact of 301 feet	No adverse effect	Temporary impact of 295 feet	No adverse effect	Temporary easement of 301 feet; boring of storm drain beneath railroad	No adverse effect	Temporary easement of 295 feet; boring of storm drain beneath railroad	No adverse effect	Replace bridge that is non-contributing to railroad; temporary impact of 549 feet of railroad; boring of storm drain under railroad in 2 locations	Adverse effect	Replace bridge that is non-contributing to railroad; temporary impact of 549 feet of railroad; boring of storm drain under railroad in 2 locations	Adverse effect
Individually-Eligible Properties														
5DV1172	Hovan/Plazola Residence 4673 Josephine Street	<ul style="list-style-type: none"><li>Eligible C</li><li>One-story brick residential building.</li></ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV5677	Miranda Residence 4632 Josephine Street	<ul style="list-style-type: none"><li>Eligible C</li><li>One-and-one-half-story residential brick building, Late Victorian style with Queen Anne elements</li></ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV7130	Colonial Manor Tourist Court 2615 East 46th Avenue	<ul style="list-style-type: none"><li>Eligible A &amp; C</li><li>Association with the rise of the motel industry in the first half of the 20th Century and association with National Western Stock Show and tourism; rare example of 1940s motor court. Colonial Revival style.</li></ul>	Full ROW acquisition	Adverse effect	Partial ROW acquisition of 0.01 acre, no take of building	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect
5DV9245	Ralston Purina Plant/Nestle Purina PetCare Company 2151 East 45th Avenue	<ul style="list-style-type: none"><li>Eligible A</li><li>Historical impact on the Denver manufacturing industry and represents the only building of its type in the central Denver area.</li></ul>	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect
5DV9655	Sanchez Business 2381 East 46th Avenue	<ul style="list-style-type: none"><li>Eligible A &amp; C</li><li>One-story irregular plan brick commercial building. It is a good example of a 1950s neighborhood gas station.</li></ul>	Full ROW acquisition	Adverse effect	Partial acquisition of 0.02 acre, no take of building	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV9667	Brown and Alarid Residence 4637 Claude Court	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story residential building. Good example of late Victorian vernacular style with a bungalow-type massing.</li> </ul>	No ROW from property, but ROW will be acquired from property on south	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect
5DV9668	Toth/Kelly Residence 4639 Claude Court	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story residential building. Good example of late Victorian vernacular style.</li> </ul>	No ROW from property, but construction limits are east of property; Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect
5DV9705	Castorena/Braswell Residence 4631 Columbine Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick residential building. Good example of late Victorian style with Queen Anne elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9706	Pavon Residence 4633 Columbine Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick residential building. Good example of late Victorian style with Queen Anne elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9742	Langenberg Residence 4502 Josephine Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-and-one-half-story residential building. Representative of Classic Cottage style.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9745	Kenworthy/Wyckoff Residence 4529 Josephine Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick residential building. Architecturally representative of a Craftsmen/Bungalow style.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9746	Portales Residence 4608 Josephine Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story residential building. Late Victorian style house with a Craftsman-type porch.</li> </ul>	Full ROW acquisition	Adverse effect	Partial ROW acquisition of 0.02 acre, no impact to building	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV9748	Chavez Residence 4628 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building. Good example of late Victorian architecture with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	No adverse effect	Full ROW acquisition	No adverse effect
5DV9751	Waggoner Residence 4647 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building. Architecturally distinct for its unique stylistic variation of a late Victorian with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9753	James Residence 4651 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building. Good example of late Victorian architecture with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9761	Krutzler/Barajas Residence 4681 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story brick residential building. Architecturally representative of the Denver Terrace form</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9762	Geo Trust/Araujo Residence 4682 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building. Good example of late Victorian Vernacular with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV5623/ 5DV9765	Lovato Residence 4696 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-and-one-half-story brick residential building. Good example of late Victorian Vernacular with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9787	Portales Residence/ Windsor Artesian Water Company 4623–4625 Thompson Court	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building. Good example of late Victorian Vernacular with Queen Anne style elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9801	Stop-N-Shop Food Store 4600 York Street	<ul style="list-style-type: none"> <li>• Eligible A</li> <li>• One-story L-shaped brick commercial building. Good example of a 20th century Modernistic gas station.</li> </ul>	Full ROW acquisition	Adverse effect	Partial ROW acquisition of 0.02 acre, no impact to building	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect



Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV9994	Gonzales Residence 4515 Columbine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One story brick residential building. Good example of late Victorian style with Queen Anne elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9996	Tomas/Eagan Residence 4653 Columbine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One and one half story brick residential building. Good late Victorian style with Queen Anne elements.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10058	Huffman Residence 4707 Josephine Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One story brick residential building. Architecturally representative of the Denver Terrace form</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10124	Clay II LLC/Rosthan Residence 4459 Thompson Court	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• Two story brick residential building. Good architectural example of a simple Bungalow style.</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect

**Table 12. Section 3 summary of eligibility and effects**

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
Historic Districts														
5DV10126	Alfred R. Wessel Historic District	<ul style="list-style-type: none"><li>• Eligible A, B, and C</li><li>• Social history, community planning and development because of the need for mass housing after WW II</li><li>• Association with merchant builder Alfred R. Wessel</li><li>• Architecture Minimal Traditional Form</li><li>• 49 contributing buildings within APE.</li></ul>	Full permanent ROW acquisition and demolition of two contributing buildings: 5DV9682 5DV9683  Historic setting, visual, noise indirect effects	Adverse effect	Historic setting, visual, noise	No adverse effect	Full permanent ROW Acquisition and demolition of buildings on seven contributing parcels: 5DV9682 5DV9683 5DV9684 5DV9685 5DV9726 5DV9727 5DV9728  Historic setting, visual, noise	Adverse effect	Partial ROW acquisition on 2 contributing parcels: 5DV9726 5DV9727  Historic setting, visual, noise	No adverse effect	Full permanent ROW acquisition and demolition of 9 contributing buildings and partial acquisition of 1 building: 5DV9682 5DV9683 5DV9684 5DV9685 5DV9686 5DV9687 5DV9689 (partial acquisition) 5DV9726 5DV9727 5DV9728  Historic setting, visual, noise indirect effects for rest of district	Adverse effect	Full permanent ROW acquisition and demolition of 9 contributing buildings and partial acquisition of 1 building: 5DV9682 5DV9683 5DV9684 5DV9685 5DV9686 5DV9687 5DV9689 (partial acquisition) 5DV9726 5DV9727 5DV9728  Historic setting, visual, noise indirect effects for rest of district	Adverse effect
Eligible Properties														
5DV9678	Rodriquez Residence 4539 Clayton Street	<ul style="list-style-type: none"><li>• Eligible C</li><li>• One-story residential building, Denver Terrace form with Classical decorative elements</li></ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9679	4541 Clayton LLC Residence 4541 Clayton Street	<ul style="list-style-type: none"><li>• Eligible C</li><li>• One-story residential brick building, Denver Terrace form with Classical revival elements</li></ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV9714	Olive Street LLC Property 4503 Fillmore Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-and-one-half-story residential brick building, Representative of Dutch Colonial Revival style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9966	Yoshimura Residence 4450 Adams Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building; Representative of Minimal Traditional style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9968	McGee Residence 4460 Adams Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story residential building; Representative of Minimal Traditional style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10003	Vasquez Residence 4450 Cook Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story brick residential building; Representative of Minimal Traditional style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5D10013	Guerca/Perez Residence 4446 Fillmore Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-and-one-half-story residential building; Representative of late Victorian Vernacular style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10014	Tenenbaum Residence 4453 Fillmore Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story brick residential building; Representative of Minimal Traditional style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10065	Lopez/Hartzell Residence 4461 Milwaukee Street	<ul style="list-style-type: none"> <li>• Eligible C</li> <li>• One-story brick residential building; Good example of Minimal Traditional style</li> </ul>	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect



Table 13. Section 4 summary of eligibility and effects

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
Historic Districts														
5DV9232	Safeway Distribution Center Historic District	Eligible A & C Commerce, and economics with connection to Denver as marketing center after WWII; Architecture the significant features and design in the warehouse and use of transportation in one structure six contributing buildings within APE.	None	No historic properties affected	None	No historic properties affected	ROW acquisition of 2.1 acres	No adverse effect	ROW acquisition of 2.5 acres	No adverse effect	ROW Acquisition of 2.5 acres	No adverse effect	ROW Acquisition of 2.5 acres	No adverse effect
Linear Resources														
5AM1298.2	Market Street RR/ Chicago Burlington & Quincy Railroad Segment	Eligible A Association with broad history of expansion of commerce in the West Segment supports the eligibility of the overall linear resource	Wider viaduct over railroad. Temporary impact of 210 feet	No adverse effect	Wider viaduct over railroad. Temporary impact of 209 feet	No adverse effect	Temporary impact of 294 feet of segment	No adverse effect	Temporary impact of 335 feet of segment	No adverse effect	Relocation of 2,000 feet of track onto two new bridges; elimination of easternmost track; boring pipeline under railroad	No adverse effect	Relocation of 2,000 feet of track onto two new bridges; elimination of easternmost track; boring pipeline under railroad	Adverse effect
5AM2083.1	Union Pacific Beltline RR Segment	Eligible A Association with broad history of expansion of commerce in the West Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	Temporary easement of 311 feet	No adverse effect	Temporary easement of 311 feet of segment	No adverse effect	Temporary easement of 311 feet of segment	No adverse effect	Temporary easement of 311 feet of segment	No adverse effect
5AM261.2	High Line Canal	Eligible A Association with agricultural and urban use of water and irrigation, and with the early settlement and development of Denver	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected	None	No historic properties affected

Site Number	Property Name and Address	National Register Eligibility/NRHP Criterion/short description	No-Action Alternative				Revised Viaduct Alternative				Partial Cover Lowered Alternative			
			North Option		South Option		North Option		South Option		Basic Option		Modified Option	
			Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect	Type of Effect	Finding of Effect
5DV7048.2	Rocky Mountain Arsenal Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	Reconstruction of I-70 bridge over railroad, relocate 1,230 feet of segment	Adverse effect	Reconstruction of I-70 bridge over railroad, relocate 1,230 feet of segment	Adverse effect	Reconstruction of I-70 bridge over railroad; relocation of 1230 feet of segment	Adverse effect	Reconstruction of I-70 bridge over railroad; relocation of 1230 feet of segment	Adverse effect
<b>Individually-Eligible Properties</b>														
5DV9227	Tri-R Recycling 3600 East 48th Avenue	<ul style="list-style-type: none"> <li>Eligible C</li> <li>Cinderblock warehouse/commercial building; a good example of the Modern Movement and International style</li> </ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9231	Univar 4300 Holly Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick commercial building; mid-20th century building with International style features</li> </ul>	None	No historic properties affected	None	No historic properties affected	Partial ROW acquisition of 458 square feet (<0.01 acre)	No adverse effect	Partial ROW acquisition of 458 square feet (<0.01 acre)	No adverse effect	Partial ROW acquisition of 458 square feet (<0.01 acre)	No adverse effect	Partial ROW acquisition of 458 square feet (<0.01 acre)	No adverse effect
5DV9988	General Motors Corporation-Goalie Construction Business 4715 Colorado Boulevard	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick commercial building, good example of the International style</li> </ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV9989	4800 Colorado LLC/United States Rubber Company. 4800 Colorado Boulevard.	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story brick commercial building; good example of International style with Usonian elements</li> </ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect
5DV10047	Core Power Construction/Buckley JD Inc.-Buckley Explosives of Wyoming 4701 Jackson Street	<ul style="list-style-type: none"> <li>Eligible C</li> <li>One-story commercial building, good example of International style</li> </ul>	None	No historic properties affected	None	No historic properties affected	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect

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## 9. References

- City and County of Denver (Denver), 2013. *Summary of Comments from the January 9, 2013, Public Kick-Off Meeting*.  
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- Colorado Department of Transportation (CDOT). 2010. *I-70 East EIS Section 106 Determinations of Effects Report*. January.
- MacMillan, E. 2004. *Elyria: Denver's Forgotten Suburb, 1881-1941*.
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- Smiley, J., et al. 1901. *Semi-Centennial History of the State of Colorado. (Vol I.)* New York: The Lewis Publishing Company.



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**Attachment I – Appendix A**  
**Correspondence from CDOT to SHPO**  
**and Consulting Parties, December 27,**  
**2012**



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9929  
(303) 757-9036 FAX



December 27, 2012

Mr. Ed Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1200 Broadway  
Denver, CO 80203

RE: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor Supplemental Draft East Environmental Impact Statement

Dear Mr. Nichols:

On behalf of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT) is requesting comments from the Colorado State Historic Preservation Officer (SHPO) and Section 106 consulting parties on a revised Area of Potential Effect for the I-70 East Corridor Draft Environmental Impact Statement (DEIS). CDOT and FHWA will publish the Supplemental DEIS in summer 2013. The Supplemental DEIS builds upon data previously analyzed in the Draft EIS for I-70 East, published in 2009. As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor and will determine potential effects to historic properties using updated designs for the alternatives studied in the 2008 DEIS and Supplemental DEIS. Properties constructed in 1965 or earlier will be evaluated for the purpose of the Supplemental DEIS. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. It is understood, therefore, that the APE boundaries are subject to change as new information about the project becomes available.

Attached please find a Memo and map book prepared by Pinyon Environmental, which will be conducting the historic survey and preparing the effects determinations for the project. The memo provides a detailed description of the revised Area of Potential Effect (APE).

This revised Section 106 APE consultation is also being copied to the following consulting parties:

- City of Denver Preservation Landmark Commission
- Historic Denver
- Colorado Preservation, Inc.
- Fairmount Heritage Foundation (representing Riverside Cemetery)

If CDOT receives consulting party comments on these findings, we will forward them to you. Please provide any comments, questions, or concerns to Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

Elizabeth Kemp-Herrera  
Region 6 Planning and Environmental Manager

cc: Kirk Webb, CDOT Region 6  
Chris Horn, FHWA

Attachments: Revised Area of Potential Effect map book  
Memo for File, Summary of Revised Area of Potential Effect, CDOT I-70 East EIS, December 26, 2012



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Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9929  
(303) 757-9036 FAX



December 27, 2012

Mr. John Olson  
Historic Denver, Inc.  
1420 Ogden St.  
Suite 202  
Denver, CO 80218

RE: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor Supplemental Draft East Environmental Impact Statement

Dear Mr. Olson:

On behalf of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT) is requesting comments from the Colorado State Historic Preservation Officer (SHPO) and Section 106 consulting parties on a revised Area of Potential Effect for the I-70 East Corridor Draft Environmental Impact Statement (DEIS). CDOT and FHWA will publish the Supplemental DEIS in summer 2013. The Supplemental DEIS builds upon data previously analyzed in the Draft EIS for I-70 East, published in 2008. As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor and will determine potential effects to historic properties using updated designs for the alternatives studied in the 2008 DEIS and Supplemental DEIS. Properties constructed in 1965 or earlier will be evaluated for the purpose of the Supplemental DEIS. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. It is understood, therefore, that the APE boundaries are subject to change as new information about the project becomes available.

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- Colorado Preservation, Inc.
- Fairmount Heritage Foundation (representing Riverside Cemetery)

If CDOT receives consulting party comments on these findings, we will forward them to you. Please provide any comments, questions, or concerns to Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

Elizabeth Kemp-Herrera  
Region 6 Planning and Environmental Manager

cc: Kirk Webb, CDOT Region 6  
Chris Horn, FHWA

Attachments: Revised Area of Potential Effect map book  
Memo for File, Summary of Revised Area of Potential Effect, CDOT I-70 East EIS, December 26, 2012

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## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9929  
(303) 757-9036 FAX



December 27, 2012

Ms. Patricia Carmody  
Fairmount Heritage Foundation  
430 S. Quebec Street  
Denver, CO 80247

RE: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor Supplemental Draft East Environmental Impact Statement

Dear Ms. Carmody:

On behalf of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT) is requesting comments from the Colorado State Historic Preservation Officer (SHPO) and Section 106 consulting parties on a revised Area of Potential Effect for the I-70 East Corridor Draft Environmental Impact Statement (DEIS). CDOT and FHWA will publish the Supplemental DEIS in summer 2013. The Supplemental DEIS builds upon data previously analyzed in the Draft EIS for I-70 East, published in 2008. As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor and will determine potential effects to historic properties using updated designs for the alternatives studied in the 2008 DEIS and Supplemental DEIS. Properties constructed in 1965 or earlier will be evaluated for the purpose of the Supplemental DEIS. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. It is understood, therefore, that the APE boundaries are subject to change as new information about the project becomes available.

Attached please find a Memo and map book prepared by Pinyon Environmental, which will be conducting the historic survey and preparing the effects determinations for the project. The memo provides a detailed description of the revised Area of Potential Effect (APE).

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- Historic Denver
- Colorado Preservation, Inc.

If CDOT receives consulting party comments on these findings, we will forward them to you. Please provide any comments, questions, or concerns to Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

If you are interested in participating as a consulting party for this Supplemental DEIS under Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Ashley L. Bushey, Region 6 Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this Supplemental DEIS, as stipulated in the Section 106 regulations.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Bushey at (303) 757.9397.

Sincerely,

  
fo Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, CDOT Region 6  
Chris Horn, FHWA

Attachments: Revised Area of Potential Effect map book  
Memo for File, Summary of Revised Area of Potential Effect, CDOT I-70 East EIS, December 26, 2012

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9929  
(303) 757-9036 FAX



December 27, 2012

Ms. Rachel Parris  
Colorado Preservation, Inc.  
1420 Ogden St.  
Suite 103  
Denver, CO 80218

RE: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor Supplemental Draft East Environmental Impact Statement

Dear Ms. Parris:

On behalf of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT) is requesting comments from the Colorado State Historic Preservation Officer (SHPO) and Section 106 consulting parties on a revised Area of Potential Effect for the I-70 East Corridor Draft Environmental Impact Statement (DEIS). CDOT and FHWA will publish the Supplemental DEIS in summer 2013. The Supplemental DEIS builds upon data previously analyzed in the Draft EIS for I-70 East, published in 2008. As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor and will determine potential effects to historic properties using updated designs for the alternatives studied in the 2008 DEIS and Supplemental DEIS. Properties constructed in 1965 or earlier will be evaluated for the purpose of the Supplemental DEIS. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. It is understood, therefore, that the APE boundaries are subject to change as new information about the project becomes available.

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- Historic Denver
- Fairmount Heritage Foundation (representing Riverside Cemetery)

If CDOT receives consulting party comments on these findings, we will forward them to you. Please provide any comments, questions, or concerns to Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, CDOT Region 6  
Chris Horn, FHWA

Attachments: Revised Area of Potential Effect map book  
Memo for File, Summary of Revised Area of Potential Effect, CDOT I-70 East EIS, December 26, 2012



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9929  
(303) 757-9036 FAX



December 27, 2012

Mr. George Gause  
City and County of Denver  
Denver Planning Office  
201 West Colfax Ave.  
Denver, CO 80202

RE: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor Supplemental Draft East Environmental Impact Statement

Dear Mr. Gause:

On behalf of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT) is requesting comments from the Colorado State Historic Preservation Officer (SHPO) and Section 106 consulting parties on a revised Area of Potential Effect for the I-70 East Corridor Draft Environmental Impact Statement (DEIS). CDOT and FHWA will publish the Supplemental DEIS in summer 2013. The Supplemental DEIS builds upon data previously analyzed in the Draft EIS for I-70 East, published in 2008. As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor and will determine potential effects to historic properties using updated designs for the alternatives studied in the 2008 DEIS and Supplemental DEIS. Properties constructed in 1965 or earlier will be evaluated for the purpose of the Supplemental DEIS. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. It is understood, therefore, that the APE boundaries are subject to change as new information about the project becomes available.

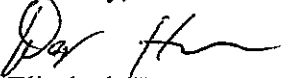
Attached please find a Memo and map book prepared by Pinyon Environmental, which will be conducting the historic survey and preparing the effects determinations for the project. The memo provides a detailed description of the revised Area of Potential Effect (APE).

This revised Section 106 APE consultation is also being copied to the following consulting parties:

- Historic Denver
- Colorado Preservation, Inc.
- Fairmount Heritage Foundation (representing Riverside Cemetery)

If CDOT receives consulting party comments on these findings, we will forward them to you. Please provide any comments, questions, or concerns to Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, CDOT Region 6  
Chris Horn, FHWA

Attachments: Revised Area of Potential Effect map book  
Memo for File, Summary of Revised Area of Potential Effect, CDOT I-70 East EIS, December 26, 2012

## **MEMO FOR FILE**

From: Jen Wahlers, Dianna Litvak, Pinyon Environmental, Inc.  
To: Project File  
Project: CDOT I-70 East Environmental Impact Statement  
Subject: Summary of Revised Area of Potential Effect from January 2010 to October 2012  
Date: December 26, 2012

The following information describes how and why the Area of Potential Effect (APE) was changed in October and November 2012 for the Colorado Department of Transportation (CDOT) I-70 East Supplemental Draft Environmental Impact Statement (SDEIS).

The APE was revised to take into account changes in alternatives that will be studied in the SDEIS. The realignment alternative was eliminated from further consideration after new information gathered during the Preferred Alternative Collaboration Team (PACT) process showed the alternative was unreasonable and did not meet the purpose and need of the project. CDOT is studying a new alternative, the "Partial Cover Lowered" (PCL), in addition to the No Action Shift North, No Action Shift South, New Viaduct Shift North, and New Viaduct Shift South. The PCL and both viaduct alternatives include options of managed lanes or general purpose lanes. Therefore, the APE was refined to focus primarily on the current alignment of I-70, with the exception of the routing of a stormwater outfall system that would discharge into the South Platte River, and the construction of several water quality detention ponds along the current alignment. The APE is wider in the vicinity of the PCL and the viaduct alternatives to take into account any indirect effects that visual changes might have to the historic setting. East of the viaduct, the APE becomes narrower due to the lack of potentially eligible historic properties and because the visual impacts should be less significant. The APE also covers potential noise impacts and is consistent with the area studied for noise impacts. This includes areas where noise walls would be constructed along uncovered sections of I-70, which might also result in a visual effect for any eligible or listed historic properties or districts.

The descriptions are organized from west to east and the locations are numbered according to sections on the attached graphics. Instead of depicting each alternative on different aerials, the outermost construction limits of all of the alternatives was combined and has been represented as a light blue line on the aerials. In some locations, the outermost construction limits are outside of the APE; this occurs only in locations where no historic properties are present.

1. West of Brighton Boulevard: The original APE for the original Draft Environmental Impact Statement (DEIS) used the South Platte River as a western boundary as described in the I-70 East Cultural Resources Report (CDOT, 2007) and I-70 East Section 106 Determinations of Effect Report (CDOT, 2010). The

- revised APE is graphically depicted on the new APE map as beginning just east of I-25. The project would include new striping on I-70 between I-25 and Brighton Boulevard to add general purpose lanes and/or tolled lanes, but no widening or new construction would occur on I-70 west of Brighton Boulevard.
2. North of I-70, East of Washington Street: The APE was revised because of the elimination of the realignment shift east and west along Brighton Boulevard. Instead, the APE in this area was moved south, eliminating some of the National Western Historic District (5DV10050), which is eligible for listing in the National Register of Historic Places (NRHP).
  3. South of I-70, East of the South Platte River: The APE was moved north to McFarland Drive. The area south of McFarland Drive was eliminated because none of the alternatives would directly impact this area. The standard "one parcel out" approach to the APE was determined adequate because in this location the existing viaduct would remain in place and the only potential impacts would be from indirect effects to the National Western Historic District.
  4. North of I-70, Claude Court, East 47<sup>th</sup> Avenue and Riverside Cemetery (5AM125): The APE was extended north in this area to account for proposed water-outfall plans north of I-70. A storm water outfall pipe would run beneath Claude Court within the existing street and right-of-way and would travel north/northwest, past Brighton Boulevard, southwest of Riverside Cemetery, and into the South Platte River. Parcels fronting Claude Court were not included in the APE because the pipe would run under the street, and it was not anticipated that any permanent or temporary easements would be required from any of these properties. Parcels north of 49<sup>th</sup> Avenue and west of York Street were included because of the proposed alignment of an outfall system through these parcels and on the southwest side of Riverside Cemetery. The outfalls would not pass through Riverside Cemetery on their way to the South Platte River. No other proposed work is planned that would impact Riverside Cemetery now that the realignment alternative has been eliminated from further consideration. However, it was included in the APE so that indirect impacts can be considered to the property, which is listed in the NRHP.
  5. North of I-70, York Street and East 47<sup>th</sup> Avenue: The APE was moved to follow E. 47<sup>th</sup> Ave. at this location instead of following the parcel boundaries for the non-historic parcel north of 47<sup>th</sup> and east of York.
  6. North of I-70, Josephine Street and East 47<sup>th</sup> Avenue: The APE was not modified here to follow parcel boundaries at this location due to the presence of eligible and potentially eligible properties north of 47<sup>th</sup> Ave. At Columbine, the APE was modified to the I-70 right-of-way because the Swansea Elementary School is not a historic property, and is therefore excluded from the revised APE.
  7. South of I-70, Josephine Street and East 45<sup>th</sup> Avenue: At this point, the APE was modified because the alternative alignments were slightly modified. The team determined there was no reason for the parcels on the east side of York and the west side of Josephine Street, south of East 45<sup>th</sup> Avenue to be included in the APE. The only work proposed for York would be resurfacing, and does not consist of widening or other alignment changes. No work is proposed for Josephine Street. Two non-historic parcels were removed from the APE on the

southwest quadrant of the intersection of Josephine Street and East 44<sup>th</sup> Avenue and several properties on the west side of Josephine north of 44<sup>th</sup>. The APE was moved to York Street, next to the Purina building.

8. South of I-70, Columbine Street and East 45<sup>th</sup> Avenue: At Columbine Street, the APE was not modified. It followed parcel lines in the middle of the blocks because there are properties eligible to the NRHP that would potentially be subject to indirect effects from the viaduct shift south alternative. Additionally, there are several eligible parcels north of East 45<sup>th</sup> Avenue that were included in the APE to determine whether there are any indirect visual impacts from the viaduct south shift alternative.
9. North of I-70, east of Vasquez Boulevard: The APE was moved south here rather than cutting straight across East 48<sup>th</sup> Avenue for consistency. Any proposed impacts would travel through parcels that are not historic, so the APE was pulled in to the right-of-way.
10. South of I-70, Steele Street and East 45<sup>th</sup> Avenue: The APE was modified at Steele Street because there are no eligible or listed properties along Steele in this location. It was not modified between Adams and Cook because there are eligible properties south of 45<sup>th</sup> on these streets that would be subject to potential indirect effects.
11. South of I-70, East of Madison Street: The APE was moved up to the I-70 right-of-way because there are no eligible or listed properties south of 46<sup>th</sup> Avenue in this location. There would be no impacts south of East 46<sup>th</sup> Avenue at this location under any of the proposed alternatives, so there was no need for the APE to extend that far south. Improvements would stay within the right-of-way on the western edge of Colorado Boulevard, so the APE was pushed to the eastern edge of Colorado Boulevard before it shifts south to encompass the Safeway Distribution Center Historic District (SDV9232).
12. North of I-70, East of Colorado Boulevard, south of East 48<sup>th</sup> Avenue: The APE was brought down along East 46<sup>th</sup> Avenue and East Stapleton Drive because widening associated with the alternatives would taper east of Colorado Boulevard back down to the highway and frontage roads. There were also no parcels with eligible or listed properties in this area, so, in an effort to stay consistent with previous reasoning, this area was brought in to the right-of-way.
13. North of I-70, East of Dahlia Street: The APE was modified to the south to the intersection of Dahlia Street and Stapleton Drive (the frontage road) because no eligible or listed properties are located within this area. It continued along Stapleton Drive to the east.
14. South of I-70, East of Dahlia Street: The APE was brought north up Dahlia Street to East 46<sup>th</sup> Avenue because no resources south of East 46<sup>th</sup> Avenue meet historic age requirements; the area was therefore removed from the revised APE.
15. North of I-70, East of Forest Street: The APE was brought south to the frontage road (East Stapleton Drive) because no proposed impacts extend north and there are no eligible or listed properties within this area.
16. South of I-70, East of Forest Street: The revised APE follows the right-of-way of the East Stapleton Drive frontage road at this location with the exception of one NRHP-eligible property south of I-70, the Univar Building (SDV9231), which is included in the APE. The property is located on the southeast quadrant of the



Holly Street and Stapleton Drive intersection. East of Kearney Street, the APE follows the Stapleton Drive right-of-way because there are no eligible or listed properties east of Kearney Street.

17. North and South of I-70, East of Quebec Street: East of Quebec Street, all alternatives are expected to stay within existing right-of-way; the APE was therefore drawn to stay along right-of-way lines. The only historic properties east of Quebec on the I-70 alignment are as follows:

- a. Kansas Pacific/Union Pacific segment (5DV7048.2) which crosses I-70 near Havana.
- b. Highline Canal (5AM261.2) which crosses I-70 east of Tower Road. The proposed limits of work terminate on the west side of Tower Road. No work will take place on Tower Road.

The APE for these properties was not changed and consists of the highway ROW and existing interstate alignment.

Portions of historic districts and linear features are included in the APE boundary, including areas of these resources directly or indirectly affected by the project. Though the full extent of historic district boundaries or linear segments may not be included within the APE boundary, impacts to the character of these overall resources, in addition to those individual components directly affected by the project, will be assessed in the effects determination.

**References:**

CDOT, 2007. I-70 East EIS Cultural Resources Survey Report, December 2007  
CDOT, 2010. I-70 East EIS Section 106 Determinations of Effects, January 2010  
I-70 East Meeting Minutes, November 9, 2012 with Section 106 consulting parties

**Attachment I – Appendix B**  
**Correspondence from SHPO to CDOT,**  
**January 4, 2013**





January 4, 2013

Elizabeth Kemp-Herera  
Region 6 Planning and Environmental Manager  
Colorado Department of Transportation, Region 6  
2000 South Holly Street  
Denver, CO 80222

Re: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor  
Supplemental Draft Environmental Impact Statement. (CHS #41831)

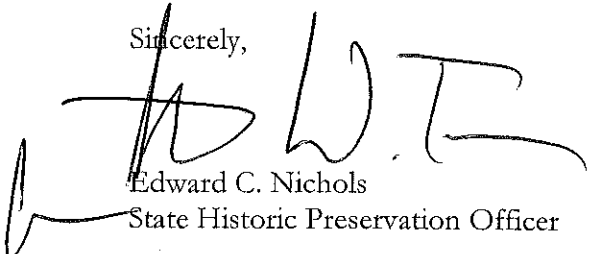
Dear Ms. Kemp-Herrera:

Thank you for your correspondence dated December 27, 2012 and received by our office on December 31, 2012 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided additional information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,



Edward C. Nichols  
State Historic Preservation Officer





**Attachment I – Appendix C**  
**Correspondence from Consulting**  
**Parties to CDOT Regarding the**  
**December 27, 2012 Letter**





January 17, 2013

Ashley L. Bushey  
Region 6 Senior Staff Historian  
CO Department of Transportation  
2000 South Holly Street  
Denver, Colorado 80222

Re: Consulting Party for I-70 East Corridor Supplemental DEIS

Dear Ms. Bushey:

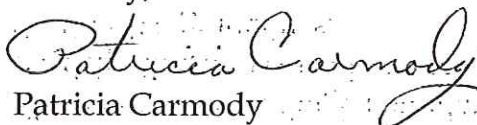
The Fairmount Heritage Foundation, representing Riverside Cemetery, is interested in participating as a consulting party for the I-70 East Corridor Supplemental DEIS under Section 106 guidelines.

Riverside Cemetery, founded in 1876, was designated a National Historic District in 1994 and reflects the ethnic diversity of Colorado's early settlers.

The Fairmount Heritage Foundation is a fully compliant 501(c)3, preservation and education organization, working in partnership with the Fairmount Cemetery Company and the community to preserve Riverside. Some of our current initiatives at Riverside include: the Riverside Revival, development of an environmentally sustainable landscape at Riverside; monument preservation, Riverside's collection of zinc monuments is the largest in North America; and free educational programs for schools that meet state educational standards.

My e-mail address is: [heritage@fairmountheritagefoundation.org](mailto:heritage@fairmountheritagefoundation.org) and my cell number is: 720-883-8177.

Sincerely,

  
Patricia Carmody

430 SOUTH QUEBEC STREET  
DENVER, COLORADO 80247  
303-322-3895  
[FAIRMOUNTHERITAGEFOUNDATION.ORG](http://FAIRMOUNTHERITAGEFOUNDATION.ORG)





**DENVER**  
THE MILE HIGH CITY

Community Planning and Development  
Denver Landmark Preservation

201 West Colfax, Dept. 205  
Denver, CO 80202  
p: (720)-865-2709  
f: (720)-865-3050

[www.denvergov.org/preservation](http://www.denvergov.org/preservation)

E-Mail: [landmark@denvergov.org](mailto:landmark@denvergov.org)

January 18, 2013

Ashley L. Bushey  
State of Colorado; Department of Transportation  
Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222

Subject: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor  
Supplemental Draft East Environmental Impact Statement

Thank you for the opportunity to provide comments for the proposal.

We are providing comments based on our role as Certified Local Government (CLG) representative for Denver County, Colorado for compliance with Section 106 (36 CFR 800) of the National Historic Preservation Act and the National Environmental Policy Act (NEPA).

Our office concurs with the revised Area of Potential Effect.

Again, thank you for providing the information. If you need further information, please do not hesitate to contact our office.

Sincerely,

George Gause  
Landmark Preservation  
City & County of Denver Colorado



January 31, 2013

Elizabeth Kemp-Herrera  
Region 6 Planning and Environmental Manager  
Colorado Department of Transportation, Region 6  
2000 South Holly Street  
Denver, CO 80222

Re: Revised Area of Potential Effect for Historic Survey within the I-70 East Corridor  
Supplemental Draft Environmental Impact Statement.

Dear Ms. Kemp-Herrera:

We appreciate your correspondence dated December 27, 2012 containing additional information related to the proposed Area of Potential Effects (APE) for the proposed project referenced above. After reviewing this information, we see no objections with the adjusted APE.

Historic Denver, Inc. was founded in 1970 by citizens who were increasingly alarmed at the loss of the city's historic fabric due to urban renewal and insensitive development and has continued to develop programs to help protect Denver's most valuable cultural and architectural landmarks. Historic Denver is one of the leading urban preservation organizations in the country and as such, we look forward to continuing our role as a consulting party as the Section 106 process moves ahead.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. P. Olson". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John P. Olson  
Director of Preservation Programs



**Attachment I – Appendix D**  
**Correspondence from CDOT to SHPO**  
**and Consulting Parties, October 24, 2013**





# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



October 24, 2013

Mr. Edward C. Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Mr. Nichols:

This letter and the attached materials constitute a request for concurrence on changes to the Area of Potential Effects (APE) and eligibility determinations for five resources located within the modified APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The original APE for the Re-evaluation effort was submitted to your office on December 27, 2012 and concurred with in correspondence dated January 4, 2013. Since that time, work identified for the project alternatives in two areas has been altered, necessitating the expansion of the APE in these areas to reflect the changes.

### APE Alterations

The APE will remain the same as described in the correspondence dated December 27, 2012, with the exception of two areas expanded to reflect changes in the proposed work. Because of the potential need to realign a railroad line, an area on Gaylord Street between East 46<sup>th</sup> and East 47<sup>th</sup> Avenues was added to the APE. The APE was also expanded to include a portion of the Burlington Ditch/ O'Brien Canal near Riverside Cemetery to account for necessary storm-water outfall piping in to the ditch. Please reference the attached APE graphic for additional information.

### Survey Methodology

The expanded APE area along Gaylord Street contains four resources fifty-years of age or older that have not been previously surveyed. Each property was visited in the field and researched at the Denver Public Library Western History Collection. An OAHP 1403 form was completed for each property. A segment of the Burlington Ditch/ O'Brien Canal was also surveyed. A large segment of the ditch north of the proposed potential impacts was previously surveyed in 2009 (5AM465.9). Because of the proximity of the previously documented segment to the location of proposed potential impacts under the I-70 East Corridor project, ditch segment 5AM465.9 was extended south to Franklin Street and includes the portion of the ditch within the expanded APE. The ditch was documented on OAHP 1400 and 1418 forms.

### **Eligibility Determinations**

**4691-4695 Gaylord Street (5DV11346):** This duplex residential property was constructed in 1959. It is not associated with events that have made a significant contribution to the broad pattern of our history nor is it part of an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it dates from the 1950s and is most closely associated with the ranch type, the building lacks the horizontal emphasis, window placement, porch/ patio space, attached garage/ carport, and integration into the landscape/ setting typically expressed in late ranch-type architecture. Ranch-type housing stock began to appear ca. 1940; as this resource was constructed in 1959, the building is not considered an early example of the ranch type and is not reflective of a transitional architectural period. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**4687 Gaylord Street (5DV11347):** This single-family residence was built in 1896. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or the lives of persons significant in our past, and therefore is not significant under Criteria A or B. In addition, it does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building has been so heavily modified that it no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. An incompatible porch has been added to the front façade and the house was covered in a non-sympathetic siding that has impacted the appearance of the building, integrity of materials, association with an architectural style, and therefore the ability to convey architectural significance. As a result, the resource is not significant under Criterion C. Lastly; the resource is not significant under Criterion D because it does not have the likelihood to reveal information in the future about history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

**4677 Gaylord Street (5DV11348):** This single-family house was built in 1896 and has undergone several modifications. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or with the lives of persons significant in our past and therefore is not significant under Criteria A or B. The resource does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. There are two large additions to the building project to the west of the main portion of the house, and an addition on the north elevation. An incompatible, false-front feature has also been added to the front façade. The house has been covered in a non-sympathetic siding that has impacted the appearance of the building and its ability to convey any architectural significance. As a result, it is not significant under Criterion C. Finally; the resource is not significant under Criterion D because it does not have the potential to yield information important to history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

**2200 East 47<sup>th</sup> Avenue (5DV11349):** This multi-family residential property was constructed in 1959 and is not associated with an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it is most closely associated with the ranch type, it lacks the elements common in ranch-type architecture, such as horizontal emphasis, window placement, porch/ patio space, an attached garage/ carport, and integration into the landscape/ setting. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

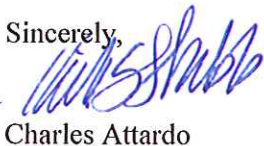
**Burlington Ditch/ O'Brien Canal (5AM465.9):** The entire Burlington Ditch was determined Officially Eligible to the NRHP on February 26, 1988. It is significant under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado. Within the recorded segment, 13 various crossing structures traverse the ditch, and several portions of the ditch have been lined with concrete. Despite these alterations, the changes impact a small portion of the ditch and the recorded segment retains sufficient integrity to *support the eligibility* of the entire linear resource.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to the City of Denver Landmark Commission, Historic Denver, Colorado Preservation, Inc., and Fairmount Heritage Foundation, to invite comments as consulting parties for this project. If we receive any comments from them, we will forward them to you.

We herby request your agreement with the modified APE and concurrence with this determination of eligibility. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulations.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

*for* 

Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE Map of Modifications  
Site Forms (SDV11346, SDV11347, SDV11348, SDV11349, 5AM465.9)





# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



October 24, 2013

Ms. Patricia A. Carmody  
Fairmount Heritage Foundation  
430 S. Quebec St.  
Denver, CO 80247

**SUBJECT:** APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Carmody:

This letter and the attached materials constitute a request for comments on changes to the Area of Potential Effects (APE) and eligibility determinations for five resources located within the modified APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The original APE for the Re-evaluation effort was submitted to your office on December 27, 2012 and concurred with in correspondence dated January 4, 2013. Since that time, work identified for the project alternatives in two areas has been altered, necessitating the expansion of the APE in these areas to reflect the changes.

### APE Alterations

The APE will remain the same as described in the correspondence dated December 27, 2012, with the exception of two areas expanded to reflect changes in the proposed work. Because of the potential need to realign a railroad line, an area on Gaylord Street between East 46<sup>th</sup> and East 47<sup>th</sup> Avenues was added to the APE. The APE was also expanded to include a portion of the Burlington Ditch/ O'Brien Canal near Riverside Cemetery to account for necessary storm-water outfall piping in to the ditch. Please reference the attached APE graphic for additional information.

### Survey Methodology

The expanded APE area along Gaylord Street contains four resources fifty-years of age or older that have not been previously surveyed. Each property was visited in the field and researched at the Denver Public Library Western History Collection. An OAHP 1403 form was completed for each property. A segment of the Burlington Ditch/ O'Brien Canal was also surveyed. A large segment of the ditch north of the proposed potential impacts was previously surveyed in 2009 (5AM465.9). Because of the proximity of the previously documented segment to the location of proposed potential impacts under the I-70 East Corridor project, ditch segment 5AM465.9 was extended south to Franklin Street and includes the portion of the ditch within the expanded APE. The ditch was documented on OAHP 1400 and 1418 forms.

**Eligibility Determinations**

**4691-4695 Gaylord Street (5DV11346):** This duplex residential property was constructed in 1959. It is not associated with events that have made a significant contribution to the broad pattern of our history nor is it part of an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it dates from the 1950s and is most closely associated with the ranch type, the building lacks the horizontal emphasis, window placement, porch/ patio space, attached garage/ carport, and integration into the landscape/ setting typically expressed in late ranch-type architecture. Ranch-type housing stock began to appear ca. 1940; as this resource was constructed in 1959, the building is not considered an early example of the ranch type and is not reflective of a transitional architectural period. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**4687 Gaylord Street (5DV11347):** This single-family residence was built in 1896. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or the lives of persons significant in our past, and therefore is not significant under Criteria A or B. In addition, it does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building has been so heavily modified that it no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. An incompatible porch has been added to the front façade and the house was covered in a non-sympathetic siding that has impacted the appearance of the building, integrity of materials, association with an architectural style, and therefore the ability to convey architectural significance. As a result, the resource is not significant under Criterion C. Lastly; the resource is not significant under Criterion D because it does not have the likelihood to reveal information in the future about history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

**4677 Gaylord Street (5DV11348):** This single-family house was built in 1896 and has undergone several modifications. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or with the lives of persons significant in our past and therefore is not significant under Criteria A or B. The resource does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. There are two large additions to the building project to the west of the main portion of the house, and an addition on the north elevation. An incompatible, false-front feature has also been added to the front façade. The house has been covered in a non-sympathetic siding that has impacted the appearance of the building and its ability to convey any architectural significance. As a result, it is not significant under Criterion C. Finally; the resource is not significant under Criterion D because it does not have the potential to yield information important to history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.


**2200 East 47<sup>th</sup> Avenue (5DV11349):** This multi-family residential property was constructed in 1959 and is not associated with an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it is most closely associated with the ranch type, it lacks the elements common in ranch-type architecture, such as horizontal emphasis, window placement, porch/ patio space, an attached garage/ carport, and integration into the landscape/ setting. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**Burlington Ditch/ O'Brien Canal (5AM465.9):** The entire Burlington Ditch was determined Officially Eligible to the NRHP on February 26, 1988. It is significant under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado. Within the recorded segment, 13 various crossing structures traverse the ditch, and several portions of the ditch have been lined with concrete. Despite these alterations, the changes impact a small portion of the ditch and the recorded segment retains sufficient integrity to *support the eligibility* of the entire linear resource.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to the Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

*for* 

Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE Map of Modifications  
Site Forms (5DV11346, 5DV11347, 5DV11348, 5DV11349, 5AM465.9)





# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



October 24, 2013

Ms. Jane Daniels, Director  
Colorado Preservation, Inc.  
1420 Ogden St., Suite 103  
Denver, CO 80218

**SUBJECT:** APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Daniels:

This letter and the attached materials constitute a request for comments on changes to the Area of Potential Effects (APE) and eligibility determinations for five resources located within the modified APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The original APE for the Re-evaluation effort was submitted to your office on December 27, 2012 and concurred with in correspondence dated January 4, 2013. Since that time, work identified for the project alternatives in two areas has been altered, necessitating the expansion of the APE in these areas to reflect the changes.

### APE Alterations

The APE will remain the same as described in the correspondence dated December 27, 2012, with the exception of two areas expanded to reflect changes in the proposed work. Because of the potential need to realign a railroad line, an area on Gaylord Street between East 46<sup>th</sup> and East 47<sup>th</sup> Avenues was added to the APE. The APE was also expanded to include a portion of the Burlington Ditch/ O'Brien Canal near Riverside Cemetery to account for necessary storm-water outfall piping in to the ditch. Please reference the attached APE graphic for additional information.

### Survey Methodology

The expanded APE area along Gaylord Street contains four resources fifty-years of age or older that have not been previously surveyed. Each property was visited in the field and researched at the Denver Public Library Western History Collection. An OAHP 1403 form was completed for each property. A segment of the Burlington Ditch/ O'Brien Canal was also surveyed. A large segment of the ditch north of the proposed potential impacts was previously surveyed in 2009 (5AM465.9). Because of the proximity of the previously documented segment to the location of proposed potential impacts under the I-70 East Corridor project, ditch segment 5AM465.9 was extended south to Franklin Street and includes the portion of the ditch within the expanded APE. The ditch was documented on OAHP 1400 and 1418 forms.

### **Eligibility Determinations**

**4691-4695 Gaylord Street (5DV11346):** This duplex residential property was constructed in 1959. It is not associated with events that have made a significant contribution to the broad pattern of our history nor is it part of an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it dates from the 1950s and is most closely associated with the ranch type, the building lacks the horizontal emphasis, window placement, porch/ patio space, attached garage/ carport, and integration into the landscape/ setting typically expressed in late ranch-type architecture. Ranch-type housing stock began to appear ca. 1940; as this resource was constructed in 1959, the building is not considered an early example of the ranch type and is not reflective of a transitional architectural period. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**4687 Gaylord Street (5DV11347):** This single-family residence was built in 1896. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or the lives of persons significant in our past, and therefore is not significant under Criteria A or B. In addition, it does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building has been so heavily modified that it no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. An incompatible porch has been added to the front façade and the house was covered in a non-sympathetic siding that has impacted the appearance of the building, integrity of materials, association with an architectural style, and therefore the ability to convey architectural significance. As a result, the resource is not significant under Criterion C. Lastly; the resource is not significant under Criterion D because it does not have the likelihood to reveal information in the future about history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

**4677 Gaylord Street (5DV11348):** This single-family house was built in 1896 and has undergone several modifications. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or with the lives of persons significant in our past and therefore is not significant under Criteria A or B. The resource does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. There are two large additions to the building project to the west of the main portion of the house, and an addition on the north elevation. An incompatible, false-front feature has also been added to the front façade. The house has been covered in a non-sympathetic siding that has impacted the appearance of the building and its ability to convey any architectural significance. As a result, it is not significant under Criterion C. Finally; the resource is not significant under Criterion D because it does not have the potential to yield information important to history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

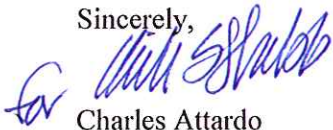
**2200 East 47<sup>th</sup> Avenue (5DV11349):** This multi-family residential property was constructed in 1959 and is not associated with an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it is most closely associated with the ranch type, it lacks the elements common in ranch-type architecture, such as horizontal emphasis, window placement, porch/ patio space, an attached garage/ carport, and integration into the landscape/ setting. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**Burlington Ditch/ O'Brien Canal (5AM465.9):** The entire Burlington Ditch was determined Officially Eligible to the NRHP on February 26, 1988. It is significant under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado. Within the recorded segment, 13 various crossing structures traverse the ditch, and several portions of the ditch have been lined with concrete. Despite these alterations, the changes impact a small portion of the ditch and the recorded segment retains sufficient integrity to *support the eligibility* of the entire linear resource.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to the Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE Map of Modifications  
Site Forms (5DV11346, 5DV11347, 5DV11348, 5DV11349, 5AM465.9)





# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



October 24, 2013

Ms. Savannah Jameson  
Denver Planning Services  
Denver Landmark Preservation Commission  
201 W. Colfax Av., Dept. 205  
Denver, CO 80202

**SUBJECT:** APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Jameson:

This letter and the attached materials constitute a request for comments on changes to the Area of Potential Effects (APE) and eligibility determinations for five resources located within the modified APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The original APE for the Re-evaluation effort was submitted to your office on December 27, 2012 and concurred with in correspondence dated January 4, 2013. Since that time, work identified for the project alternatives in two areas has been altered, necessitating the expansion of the APE in these areas to reflect the changes.

### **APE Alterations**

The APE will remain the same as described in the correspondence dated December 27, 2012, with the exception of two areas expanded to reflect changes in the proposed work. Because of the potential need to realign a railroad line, an area on Gaylord Street between East 46<sup>th</sup> and East 47<sup>th</sup> Avenues was added to the APE. The APE was also expanded to include a portion of the Burlington Ditch/ O'Brien Canal near Riverside Cemetery to account for necessary storm-water outfall piping in to the ditch. Please reference the attached APE graphic for additional information.

### **Survey Methodology**

The expanded APE area along Gaylord Street contains four resources fifty-years of age or older that have not been previously surveyed. Each property was visited in the field and researched at the Denver Public Library Western History Collection. An OAHP 1403 form was completed for each property. A segment of the Burlington Ditch/ O'Brien Canal was also surveyed. A large segment of the ditch north of the proposed potential impacts was previously surveyed in 2009 (5AM465.9). Because of the proximity of the previously documented segment to the location of proposed potential impacts under the I-70 East Corridor project, ditch segment 5AM465.9 was extended south to Franklin Street and includes the portion of the ditch within the expanded APE. The ditch was documented on OAHP 1400 and 1418 forms.

### **Eligibility Determinations**

**4691-4695 Gaylord Street (5DV11346):** This duplex residential property was constructed in 1959. It is not associated with events that have made a significant contribution to the broad pattern of our history nor is it part of an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it dates from the 1950s and is most closely associated with the ranch type, the building lacks the horizontal emphasis, window placement, porch/ patio space, attached garage/ carport, and integration into the landscape/ setting typically expressed in late ranch-type architecture. Ranch-type housing stock began to appear ca. 1940; as this resource was constructed in 1959, the building is not considered an early example of the ranch type and is not reflective of a transitional architectural period. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**4687 Gaylord Street (5DV11347):** This single-family residence was built in 1896. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or the lives of persons significant in our past, and therefore is not significant under Criteria A or B. In addition, it does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building has been so heavily modified that it no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. An incompatible porch has been added to the front façade and the house was covered in a non-sympathetic siding that has impacted the appearance of the building, integrity of materials, association with an architectural style, and therefore the ability to convey architectural significance. As a result, the resource is not significant under Criterion C. Lastly; the resource is not significant under Criterion D because it does not have the likelihood to reveal information in the future about history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

**4677 Gaylord Street (5DV11348):** This single-family house was built in 1896 and has undergone several modifications. The resource is not associated with events that have made a significant contribution to the broad pattern of our history or with the lives of persons significant in our past and therefore is not significant under Criteria A or B. The resource does not embody the characteristics of a type, period, or method of construction, or represent the work of a master. The building no longer portrays the characteristics typical of the ethnic, working-class neighborhood and buildings surrounding it. There are two large additions to the building project to the west of the main portion of the house, and an addition on the north elevation. An incompatible, false-front feature has also been added to the front façade. The house has been covered in a non-sympathetic siding that has impacted the appearance of the building and its ability to convey any architectural significance. As a result, it is not significant under Criterion C. Finally; the resource is not significant under Criterion D because it does not have the potential to yield information important to history or prehistory. Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

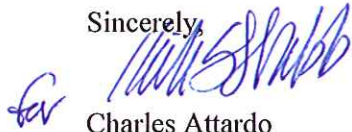
**2200 East 47<sup>th</sup> Avenue (5DV11349):** This multi-family residential property was constructed in 1959 and is not associated with an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it is most closely associated with the ranch type, it lacks the elements common in ranch-type architecture, such as horizontal emphasis, window placement, porch/ patio space, an attached garage/ carport, and integration into the landscape/ setting. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

**Burlington Ditch/ O'Brien Canal (5AM465.9):** The entire Burlington Ditch was determined Officially Eligible to the NRHP on February 26, 1988. It is significant under Criterion A for its association with the development and expansion of irrigation works into northeast Colorado. Within the recorded segment, 13 various crossing structures traverse the ditch, and several portions of the ditch have been lined with concrete. Despite these alterations, the changes impact a small portion of the ditch and the recorded segment retains sufficient integrity to *support the eligibility* of the entire linear resource.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to the Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE Map of Modifications  
Site Forms (5DV11346, 5DV11347, 5DV11348, 5DV11349, 5AM465.9)





# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



October 24, 2013

Ms. Annie Levinsky, Director  
Historic Denver, Inc.  
1420 Ogden St., Suite 202  
Denver, CO 80218

**SUBJECT:** APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Levinsky:

This letter and the attached materials constitute a request for comments on changes to the Area of Potential Effects (APE) and eligibility determinations for five resources located within the modified APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The original APE for the Re-evaluation effort was submitted to your office on December 27, 2012 and concurred with in correspondence dated January 4, 2013. Since that time, work identified for the project alternatives in two areas has been altered, necessitating the expansion of the APE in these areas to reflect the changes.

### **APE Alterations**

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### **Survey Methodology**

The expanded APE area along Gaylord Street contains four resources fifty-years of age or older that have not been previously surveyed. Each property was visited in the field and researched at the Denver Public Library Western History Collection. An OAHP 1403 form was completed for each property. A segment of the Burlington Ditch/ O'Brien Canal was also surveyed. A large segment of the ditch north of the proposed potential impacts was previously surveyed in 2009 (5AM465.9). Because of the proximity of the previously documented segment to the location of proposed potential impacts under the I-70 East Corridor project, ditch segment 5AM465.9 was extended south to Franklin Street and includes the portion of the ditch within the expanded APE. The ditch was documented on OAHP 1400 and 1418 forms.

### **Eligibility Determinations**

**4691-4695 Gaylord Street (5DV11346):** This duplex residential property was constructed in 1959. It is not associated with events that have made a significant contribution to the broad pattern of our history nor is it part of an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it dates from the 1950s and is most closely associated with the ranch type, the building lacks the horizontal emphasis, window placement, porch/ patio space, attached garage/ carport, and integration into the landscape/ setting typically expressed in late ranch-type architecture. Ranch-type housing stock began to appear ca. 1940; as this resource was constructed in 1959, the building is not considered an early example of the ranch type and is not reflective of a transitional architectural period. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

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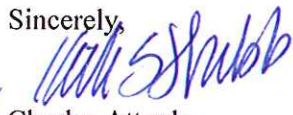
**2200 East 47<sup>th</sup> Avenue (5DV11349):** This multi-family residential property was constructed in 1959 and is not associated with an established community planning and development effort, such as a subdivision. Therefore it is not significant under Criterion A. Although it is most closely associated with the ranch type, it lacks the elements common in ranch-type architecture, such as horizontal emphasis, window placement, porch/ patio space, an attached garage/ carport, and integration into the landscape/ setting. Because the resource lacks stylistic associations and architectural character that would align it with the ranch building type, or other typology of the post-war housing boom, it is not significant under Criterion C. Because the resource lacks significance, CDOT has determined it is *not eligible* to the National Register of Historic Places (NRHP).

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The modified APE and the additional Section 106 eligibility determinations are also being forwarded to the Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

*for* 

Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE Map of Modifications  
Site Forms (5DV11346, 5DV11347, 5DV11348, 5DV11349, 5AM465.9)





**Attachment I – Appendix E**  
**Correspondence from SHPO to CDOT,**  
**November 7, 2013**





November 7, 2013

Charles Attardo  
Region 1 Planning and Environmental Manager  
Colorado Department of Transportation, Region 1  
2000 South Holly Street  
Denver, CO 80222

Re: APE Modification and Additional Eligibility Determinations, Interstate 70 East Corridor Supplemental Draft Environmental Impact Statement Re-Evaluation, Denver and Adams Counties. (CHS #41831)

Dear Mr. Attardo:

Thank you for your correspondence dated October 24, 2013 and received by our office on October 28, 2013 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed modified Area of Potential Effects (APE). After review of the provided survey information, we concur with the recommended finding of not eligible for the National Register of Historic Places for the resources listed below.

- 5DV.11346
- 5DV.11347
- 5DV.11348
- 5DV.11349

We concur that segment 5AM.465.9 retains integrity and support the overall eligibility of the entire linear resource 5AM.465.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office. We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols  
State Historic Preservation Officer





**Attachment I – Appendix F**  
**Correspondence from Consulting**  
**Parties to CDOT Regarding October 24,**  
**2013 Letter**





**DENVER**  
THE MILE HIGH CITY

Community Planning and Development  
Denver Landmark Preservation

201 West Colfax, Dept. 205  
Denver, CO 80202  
p: (720)-865-2709  
f: (720)-865-3050

[www.denvergov.org/preservation](http://www.denvergov.org/preservation)

E-Mail: [landmark@denvergov.org](mailto:landmark@denvergov.org)

October 28, 2013

Ashley L. Bushey  
State of Colorado; Department of Transportation  
Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222

Subject: APE Modification and Additional Eligibility Determinations, Interstate 70 (I-70) East  
Corridor Supplemental Draft Environmental Impact Statement Re-evaluation (CHS #41831)

Thank you for the opportunity to provide comments for the proposal.

We are providing comments based on our role as Certified Local Government (CLG) representative for Denver County, Colorado for compliance with Section 106 (36 CFR 800) of the National Historic Preservation Act and the National Environmental Policy Act (NEPA).

Our office concurs with the Area of Potential Effect modifications.

Again, thank you for providing the information. If you need further information, please do not hesitate to contact our office.

Sincerely,

George Gause  
Landmark Preservation  
City & County of Denver Colorado





**Attachment I – Appendix G  
Correspondence from CDOT to SHPO  
and Consulting Parties, December 19,  
2013**



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



December 19, 2013

Mr. Edward C. Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** APE Modification and Additional Eligibility Determination, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Mr. Nichols:

This letter and attached materials constitute a request for concurrence on modifications to the Area of Potential Effects (APE) and determination of eligibility for an additional resource located within the current APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The resource was not identified under previous survey work performed for the subject project as the property is recorded by the Denver County Assessor as vacant. Recent field review indicated the property contains three outbuildings, but no primary building such as a house. As one or more of the outbuildings contained on the property are likely to exceed 50 years of age, the property was evaluated for National Register of Historic Places (NRHP) eligibility.

### APE Modification

Most of the APE will remain the same as described in the previous correspondence dated October 28, 2013. Because of the need to alter stormwater outfall piping into the South Platte River, the APE was extended toward the southwest at the Globeville Landing Park. No additional historic or potentially historic resources were identified within the expanded boundary. Please reference the attached APE graphic for additional information.

### Eligibility Determinations

The following resource was recorded on OAHF Form 1403, but only key areas of the form were completed (Sections I, II, III, IV, VI, VII & VIII). The abridged site form is submitted to streamline determinations of eligibility for a property that demonstrates limited historic significance and diminished historical associations.

**4600 Elizabeth Street (5DV11362):** Historically, the subject parcel likely contained a residential building, which was demolished prior to 1993. The property currently contains three outbuildings: a garage and two sheds. The garage likely dates to ca. 1915, the frame shed may date to the 1940s or 1950s, and the metal shed likely dates to the 1970s or 1980s. The garage, which may have been constructed to compliment the style of the demolished residence, does not possess any distinctive characteristics indicating its association



Mr. Nichols  
December 19, 2013  
Page 2

with a particular building style and has been modified with replacement garage doors, a door, and boarded up windows.

With the absence of the associated residential building, the remaining outbuildings demonstrate limited historic connections, which have been further diminished through modifications. The property does not qualify for listing to the NRHP under any Criteria. Though the garage dates to the first part of the 20<sup>th</sup> century, the building does not demonstrate connections with events or themes in history (Criterion A), significant persons (Criterion B), or distinctive characteristics of type, period, or method of construction (Criterion C). Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

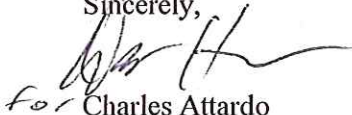
The Section 106 effects analysis for this resource will be included in the forthcoming effects report for the overall project, anticipated for submission in early 2014.

This additional Section 106 eligibility determination and APE modification is being forwarded concurrently to the project's consulting parties: The City of Denver Landmark Preservation Commission, Historic Denver Inc., Colorado Preservation, Inc., and the Fairmount Heritage Foundation, to invite comments. If we receive any comments from these parties, we will forward them to you.

We hereby request your concurrence with this determination of eligibility. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulations.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



for Charles Attardo  
Region 1 Planning and Environmental Manager

CC:  
Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:  
APE map  
Site Forms (5DV11362)

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



December 19, 2013

Ms. Jane Daniels, Director  
Colorado Preservation, Inc.  
1420 Ogden St., Suite 103  
Denver, CO 80218

**SUBJECT:** APE Modification and Additional Eligibility Determination, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Daniels:

This letter and attached materials constitute a request for comments on modifications to the Area of Potential Effects (APE) and determination of eligibility for an additional resource located within the current APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The resource was not identified under previous survey work performed for the subject project as the property is recorded by the Denver County Assessor as vacant. Recent field review indicated the property contains three outbuildings, but no primary building such as a house. As one or more of the outbuildings contained on the property are likely to exceed 50 years of age, the property was evaluated for National Register of Historic Places (NRHP) eligibility.

### APE Modification

Most of the APE will remain the same as described in the previous correspondence dated October 28, 2013. Because of the need to alter stormwater outfall piping into the South Platte River, the APE was extended toward the southwest at the Globeville Landing Park. No additional historic or potentially historic resources were identified within the expanded boundary. Please reference the attached APE graphic for additional information.

### Eligibility Determinations

The following resource was recorded on OAHP Form 1403, but only key areas of the form were completed (Sections I, II, III, IV, VI, VII & VIII). The abridged site form is submitted to streamline determinations of eligibility for a property that demonstrates limited historic significance and diminished historical associations.

**4600 Elizabeth Street (5DV11362):** Historically, the subject parcel likely contained a residential building, which was demolished prior to 1993. The property currently contains three outbuildings: a garage and two sheds. The garage likely dates to ca. 1915, the frame shed may date to the 1940s or 1950s, and the metal shed likely dates to the 1970s or 1980s. The garage, which may have been constructed to compliment the style of the demolished residence, does not possess any distinctive characteristics indicating its association with a particular building style and has been modified with replacement garage doors, a door, and boarded up windows.

With the absence of the associated residential building, the remaining outbuildings demonstrate limited historic connections, which have been further diminished through modifications. The property does not qualify for listing to the NRHP under any Criteria. Though the garage dates to the first part of the 20<sup>th</sup> century, the building does not demonstrate connections with events or themes in history (Criterion A), significant persons (Criterion B), or distinctive characteristics of type, period, or method of construction (Criterion C). Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

The Section 106 effects analysis for this resource will be included in the forthcoming effects report for the overall project, anticipated for submission in early 2014.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
fo Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE map  
Site Forms (5DV11362)



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



December 19, 2013

Ms. Patricia A. Carmody  
Fairmount Heritage Foundation  
430 S. Quebec St.  
Denver, CO 80247

**SUBJECT:** APE Modification and Additional Eligibility Determination, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Carmody:

This letter and attached materials constitute a request for comments on modifications to the Area of Potential Effects (APE) and determination of eligibility for an additional resource located within the current APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The resource was not identified under previous survey work performed for the subject project as the property is recorded by the Denver County Assessor as vacant. Recent field review indicated the property contains three outbuildings, but no primary building such as a house. As one or more of the outbuildings contained on the property are likely to exceed 50 years of age, the property was evaluated for National Register of Historic Places (NRHP) eligibility.

### APE Modification

Most of the APE will remain the same as described in the previous correspondence dated October 28, 2013. Because of the need to alter stormwater outfall piping into the South Platte River, the APE was extended toward the southwest at the Globeville Landing Park. No additional historic or potentially historic resources were identified within the expanded boundary. Please reference the attached APE graphic for additional information.

### Eligibility Determinations

The following resource was recorded on OAHP Form 1403, but only key areas of the form were completed (Sections I, II, III, IV, VI, VII & VIII). The abridged site form is submitted to streamline determinations of eligibility for a property that demonstrates limited historic significance and diminished historical associations.

**4600 Elizabeth Street (5DV11362):** Historically, the subject parcel likely contained a residential building, which was demolished prior to 1993. The property currently contains three outbuildings: a garage and two sheds. The garage likely dates to ca. 1915, the frame shed may date to the 1940s or 1950s, and the metal shed likely dates to the 1970s or 1980s. The garage, which may have been constructed to compliment the style of the demolished residence, does not possess any distinctive characteristics indicating its association with a particular building style and has been modified with replacement garage doors, a door, and boarded up windows.




With the absence of the associated residential building, the remaining outbuildings demonstrate limited historic connections, which have been further diminished through modifications. The property does not qualify for listing to the NRHP under any Criteria. Though the garage dates to the first part of the 20<sup>th</sup> century, the building does not demonstrate connections with events or themes in history (Criterion A), significant persons (Criterion B), or distinctive characteristics of type, period, or method of construction (Criterion C). Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

The Section 106 effects analysis for this resource will be included in the forthcoming effects report for the overall project, anticipated for submission in early 2014.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
for Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE map  
Site Forms (SDV11362)

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



December 19, 2013

Ms. Annie Levinsky, Director  
Historic Denver, Inc.  
1420 Ogden St., Suite 202  
Denver, CO 80218

**SUBJECT:** APE Modification and Additional Eligibility Determination, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Levinsky:

This letter and attached materials constitute a request for comments on modifications to the Area of Potential Effects (APE) and determination of eligibility for an additional resource located within the current APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The resource was not identified under previous survey work performed for the subject project as the property is recorded by the Denver County Assessor as vacant. Recent field review indicated the property contains three outbuildings, but no primary building such as a house. As one or more of the outbuildings contained on the property are likely to exceed 50 years of age, the property was evaluated for National Register of Historic Places (NRHP) eligibility.

### APE Modification

Most of the APE will remain the same as described in the previous correspondence dated October 28, 2013. Because of the need to alter stormwater outfall piping into the South Platte River, the APE was extended toward the southwest at the Globeville Landing Park. No additional historic or potentially historic resources were identified within the expanded boundary. Please reference the attached APE graphic for additional information.

### Eligibility Determinations

The following resource was recorded on OAHP Form 1403, but only key areas of the form were completed (Sections I, II, III, IV, VI, VII & VIII). The abridged site form is submitted to streamline determinations of eligibility for a property that demonstrates limited historic significance and diminished historical associations.

**4600 Elizabeth Street (5DV11362):** Historically, the subject parcel likely contained a residential building, which was demolished prior to 1993. The property currently contains three outbuildings: a garage and two sheds. The garage likely dates to ca. 1915, the frame shed may date to the 1940s or 1950s, and the metal shed likely dates to the 1970s or 1980s. The garage, which may have been constructed to compliment the style of the demolished residence, does not possess any distinctive characteristics indicating its association with a particular building style and has been modified with replacement garage doors, a door, and boarded up windows.

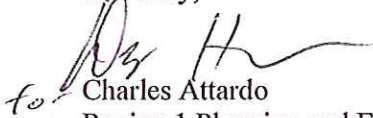
With the absence of the associated residential building, the remaining outbuildings demonstrate limited historic connections, which have been further diminished through modifications. The property does not qualify for listing to the NRHP under any Criteria. Though the garage dates to the first part of the 20<sup>th</sup> century, the building does not demonstrate connections with events or themes in history (Criterion A), significant persons (Criterion B), or distinctive characteristics of type, period, or method of construction (Criterion C). Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

The Section 106 effects analysis for this resource will be included in the forthcoming effects report for the overall project, anticipated for submission in early 2014.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

to Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE map  
Site Forms (SDV11362)



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



December 19, 2013

Ms. Savannah Jameson  
Denver Planning Services  
Denver Landmark Preservation Commission  
201 W. Colfax Ave., Dept. 205  
Denver, CO 80202

**SUBJECT:** APE Modification and Additional Eligibility Determination, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Jameson:

This letter and attached materials constitute a request for comments on modifications to the Area of Potential Effects (APE) and determination of eligibility for an additional resource located within the current APE for the Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement (SDEIS). The resource was not identified under previous survey work performed for the subject project as the property is recorded by the Denver County Assessor as vacant. Recent field review indicated the property contains three outbuildings, but no primary building such as a house. As one or more of the outbuildings contained on the property are likely to exceed 50 years of age, the property was evaluated for National Register of Historic Places (NRHP) eligibility.

### APE Modification

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### Eligibility Determinations

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**4600 Elizabeth Street (5DV11362):** Historically, the subject parcel likely contained a residential building, which was demolished prior to 1993. The property currently contains three outbuildings: a garage and two sheds. The garage likely dates to ca. 1915, the frame shed may date to the 1940s or 1950s, and the metal shed likely dates to the 1970s or 1980s. The garage, which may have been constructed to compliment the style of the demolished residence, does not possess any distinctive characteristics indicating its association



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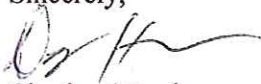
With the absence of the associated residential building, the remaining outbuildings demonstrate limited historic connections, which have been further diminished through modifications. The property does not qualify for listing to the NRHP under any Criteria. Though the garage dates to the first part of the 20<sup>th</sup> century, the building does not demonstrate connections with events or themes in history (Criterion A), significant persons (Criterion B), or distinctive characteristics of type, period, or method of construction (Criterion C). Because the resource lacks significance, CDOT has determined it is *not eligible* to the NRHP.

The Section 106 effects analysis for this resource will be included in the forthcoming effects report for the overall project, anticipated for submission in early 2014.

The modified APE and the additional Section 106 eligibility determinations are also being forwarded to Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



for Charles Attardo  
Region 1 Planning and Environmental Manager

CC:  
Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:  
APE map  
Site Forms (SDV11362)

**Attachment I – Appendix H  
Correspondence from SHPO to CDOT,  
January 7, 2014**



January 7, 2014



Charles Attardo  
Region 1 Planning and Environmental Manager  
Colorado Department of Transportation, Region 1  
2000 South Holly Street  
Denver, CO 80222

Re: APE Modification and Additional Eligibility Determination, Interstate 70 (I-70) East Corridor  
Supplemental Draft Environmental Impact Statement Re-evaluation, Denver County and Adams  
County (CHS #41831)

Dear Mr. Attardo:

Thank you for your correspondence dated and received on December 19, 2013 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided additional information, we have additional questions in regards to the proposed Area of Potential Effects (APE) modification. The letter states the APE must be modified to accommodate stormwater outfall work, but there is no narrative on how the modified geographic area could be affected by the project. Why is the modified APE drawn as it is in the area; what is the narrative justification? The letter also states that there are no additional historic or potentially historic resources in the expanded boundary. Was a cultural resources survey already completed? If so, was the history of the Globeville Landing Park considered in the cultural resource survey? Finally, were any other consulting parties beyond those identified in your letter considered for consultation on the APE modification?

After review of the provided survey information, we concur that resource 5DV.11362 is not eligible for the National Register of Historic Places.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,



Edward C. Nichols  
State Historic Preservation Officer





**Attachment I – Appendix I**  
**Correspondence from CDOT to SHPO**  
**and Consulting Parties, January 30, 2014**



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



January 30, 2014

Mr. Edward C. Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Request for Additional Information on APE Modification, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Mr. Nichols:

Thank you for your letter dated January 7, 2014, requesting additional explanation and justification of the area of potential effect (APE) modification for the project referenced above. The APE was modified to accommodate stormwater outfall piping into the South Platte River and was extended approximately 1,325 feet southwest of the original APE within the Globeville Landing park area. The original APE was irregularly shaped whereas the modified APE was drawn to more closely follow parcel-based lines and reflects the immediate footprint where the stormwater outfall piping will be constructed. Southwest of the Denver Coliseum parking area, the modified APE follows a portion of Arkins Court, encompasses Globeville Landing Park where the outfall piping will daylight into the South Platte River, and extends down to 38<sup>th</sup> Street. At that point, the modified APE follows the western bank of the South Platte River and continues north/ northeast to where it connects with the original APE.

The stormwater outfall would travel southwest from Interstate 70 and be located under the Coliseum parking lot and outfall into the South Platte River, adjacent to the existing railroad structure. A segment of the Delgany Common Interceptor Sewer (SDV4725.4) crosses underneath the proposed outfall. The proposed work will not touch the historic brick sewer at this location. The APE accounts for the direct impacts of the addition of the stormwater outfall pipe in this area. There are no potential indirect impacts as the pipes will be below the ground surface. The construction of this stormwater outfall piping will simply increase the amount of water discharged into the river. The initial correspondence of December 19, 2013 included a second outfall (Southern Outfall), located south of the outfall described above, on the APE graphic. Since that letter was sent, the southern outfall option at Globeville Landing Park has been eliminated from consideration. Please reference the attached APE graphic for additional information.

The APE was only expanded beyond the original APE to include the Globeville Landing Park which includes a portion of the Delgany Common Interceptor Sewer (SDV4725). The Delgany Common Interceptor Sewer was previously included in list of resources within the project APE and is identified in correspondence with your office dated August 27, 2013. At that time, the Delgany Common Interceptor Sewer segment within the APE was incorrectly labeled as segment SDV4725.5. This was a typographic error and the correct segment should be SDV4725.4, which was determined officially eligible in 2012 as a



Mr. Nichols  
January 30, 2014  
Page 2

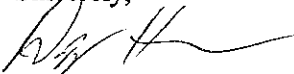
part of the *Denver's Brick Sewers* Historic Context. The correct segment of the Delgany Common Interceptor Sewer (5DV4725.4) will be included in the effects determinations for this project.

Background research of Globeville Landing Park indicated that the park was built during the first phase of the Platte River Development Committee's efforts, which began in 1974, to clean up the river and create a hiking and bicycle network along it. The park was chosen to demonstrate that the effort was committed to reaching diverse areas of Denver. Prior to its formal construction and designation as a park, it served as a landfill and during the park construction; rubble from the surrounding area was brought in as fill. Because the park was not created until the 1970s and there is no evidence of the landfill that previously occupied the site, it is not considered an historic resource.

The modified APE information was not sent to any other consulting groups other than those listed in our original correspondence.

If you require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



to - Charles Attardo  
Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:  
APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



January 30, 2014

Mr. George Gause  
Denver Planning Services  
Denver Landmark Preservation Commission  
201 W. Colfax Ave., Dept. 205  
Denver, CO 80202

**SUBJECT:** Request for Additional Information on APE Modification, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Mr. Gause:

Consultation for the subject project was initiated by letters dated December 19, 2013. Since that date, the State Historic Preservation Office (SHPO) requested additional details regarding the APE modification, and changes in the project necessitated additional adjustments to the APE. This letter includes an explanation of those modifications.

The APE was modified to accommodate stormwater outfall piping into the South Platte River and was extended approximately 1,325 feet southwest of the original APE within the Globeville Landing park area. The original APE was irregularly shaped whereas the modified APE was drawn to more closely follow parcel-based lines and reflects the immediate footprint where the stormwater outfall piping will be constructed. Southwest of the Denver Coliseum parking area, the modified APE follows a portion of Arkins Court, encompasses Globeville Landing Park where the outfall piping will daylight into the South Platte River, and extends down to 38<sup>th</sup> Street. At that point, the modified APE follows the western bank of the South Platte River and continues north/ northeast to where it connects with the original APE.

The stormwater outfall would travel southwest from Interstate 70 and be located under the Coliseum parking lot and outfall into the South Platte River, adjacent to the existing railroad structure. A segment of the Delgany Common Interceptor Sewer (SDV4725.4) crosses underneath the proposed outfall. The proposed work will not touch the historic brick sewer at this location. The APE accounts for the direct impacts of the addition of the stormwater outfall pipe in this area. There are no potential indirect impacts as the pipes will be below the ground surface. The construction of this stormwater outfall piping will simply increase the amount of water discharged into the river. The initial correspondence of December 19, 2013 included a second outfall (Southern Outfall), located south of the outfall described above, on the APE graphic. Since that letter was sent, the southern outfall option at Globeville Landing Park has been eliminated from consideration. Please reference the attached APE graphic for additional information.

The APE was only expanded beyond the original APE to include the Globeville Landing Park which includes a portion of the Delgany Common Interceptor Sewer (SDV4725). The Delgany Common Interceptor Sewer was previously included in list of resources within the project APE and is identified in

Mr. Gause  
January 30, 2014  
Page 2

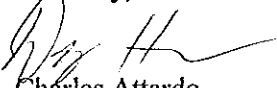
correspondence with your office dated August 27, 2013. At that time, the Delgany Common Interceptor Sewer segment within the APE was incorrectly labeled as segment 5DV4725.5. This was a typographic error and the correct segment should be 5DV4725.4, which was determined officially eligible in 2012 as a part of the *Denver's Brick Sewers* Historic Context. The correct segment of the Delgany Common Interceptor Sewer (5DV4725.4) will be included in the effects determinations for this project.

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The modified APE information was not sent to any other consulting groups other than those listed in our original correspondence.

As a local government with an interest in this undertaking, we welcome your comments on the above-described APE modifications. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
f - Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



January 30, 2014

Ms. Jane Daniels, Executive Director  
Colorado Preservation, Inc.  
1420 Ogden St., Suite 103  
Denver, CO 80218

**SUBJECT:** Request for Additional Information on APE Modification, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Daniels:

Consultation for the subject project was initiated by letters dated December 19, 2013. Since that date, the State Historic Preservation Office (SHPO) requested additional details regarding the APE modification, and changes in the project necessitated additional adjustments to the APE. This letter includes an explanation of those modifications.

The APE was modified to accommodate stormwater outfall piping into the South Platte River and was extended approximately 1,325 feet southwest of the original APE within the Globeville Landing park area. The original APE was irregularly shaped whereas the modified APE was drawn to more closely follow parcel-based lines and reflects the immediate footprint where the stormwater outfall piping will be constructed. Southwest of the Denver Coliseum parking area, the modified APE follows a portion of Arkins Court, encompasses Globeville Landing Park where the outfall piping will daylight into the South Platte River, and extends down to 38<sup>th</sup> Street. At that point, the modified APE follows the western bank of the South Platte River and continues north/ northeast to where it connects with the original APE.

The stormwater outfall would travel southwest from Interstate 70 and be located under the Coliseum parking lot and outfall into the South Platte River, adjacent to the existing railroad structure. A segment of the Delgany Common Interceptor Sewer (SDV4725.4) crosses underneath the proposed outfall. The proposed work will not touch the historic brick sewer at this location. The APE accounts for the direct impacts of the addition of the stormwater outfall pipe in this area. There are no potential indirect impacts as the pipes will be below the ground surface. The construction of this stormwater outfall piping will simply increase the amount of water discharged into the river. The initial correspondence of December 19, 2013 included a second outfall (Southern Outfall), located south of the outfall described above, on the APE graphic. Since that letter was sent, the southern outfall option at Globeville Landing Park has been eliminated from consideration. Please reference the attached APE graphic for additional information.

The APE was only expanded beyond the original APE to include the Globeville Landing Park which includes a portion of the Delgany Common Interceptor Sewer (SDV4725). The Delgany Common Interceptor Sewer was previously included in list of resources within the project APE and is identified in correspondence with your office dated August 27, 2013. At that time, the Delgany Common Interceptor



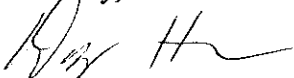
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The modified APE information was not sent to any other consulting groups other than those listed in our original correspondence.

As a local organization with an interest in this undertaking, we welcome your comments on the above-described APE modifications. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at (303) 757-9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
to - Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:

APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



January 30, 2014

Ms. Patricia Carmody  
Fairmount Heritage Foundation  
430 S. Quebec Street  
Denver, CO 80247

**SUBJECT:** Request for Additional Information on APE Modification, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Carmody:

Consultation for the subject project was initiated by letters dated December 19, 2013. Since that date, the State Historic Preservation Office (SHPO) requested additional details regarding the APE modification, and changes in the project necessitated additional adjustments to the APE. This letter includes an explanation of those modifications.

The APE was modified to accommodate stormwater outfall piping into the South Platte River and was extended approximately 1,325 feet southwest of the original APE within the Globeville Landing park area. The original APE was irregularly shaped whereas the modified APE was drawn to more closely follow parcel-based lines and reflects the immediate footprint where the stormwater outfall piping will be constructed. Southwest of the Denver Coliseum parking area, the modified APE follows a portion of Arkins Court, encompasses Globeville Landing Park where the outfall piping will daylight into the South Platte River, and extends down to 38<sup>th</sup> Street. At that point, the modified APE follows the western bank of the South Platte River and continues north/ northeast to where it connects with the original APE.

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Ms. Carmody  
January 30, 2014  
Page 2

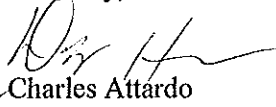
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Sincerely,



Charles Attardo  
Region 1 Planning and Environmental Manager

CC:  
Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:  
APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



January 30, 2014

Ms. Annie Levinsky, Director  
Historic Denver, Inc.  
1420 Ogden St., Suite 202  
Denver, CO 80218

**SUBJECT:** Request for Additional Information on APE Modification, Interstate 70 (I-70)  
East Corridor Supplemental Draft Environmental Impact Statement Re-  
evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Levinsky:

Consultation for the subject project was initiated by letters dated December 19, 2013. Since that date, the State Historic Preservation Office (SHPO) requested additional details regarding the APE modification, and changes in the project necessitated additional adjustments to the APE. This letter includes an explanation of those modifications.

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Sincerely,

  
for Charles Attardo

Region 1 Planning and Environmental Manager

CC:

Kirk Webb, CDOT Region 1 Project Manager  
Ashley L. Bushey, CDOT Region 1 Historian  
Carrie Wallis, I 70 East SDEIS Project Manager (Atkins)

Attachments:  
APE map

**Attachment I – Appendix J**  
**Correspondence from SHPO to CDOT,**  
**February 14, 2014**





February 14, 2014

Charles Attardo  
Region 1 Planning and Environmental Manager  
Colorado Department of Transportation, Region 1  
2000 South Holly Street  
Denver, CO 80222

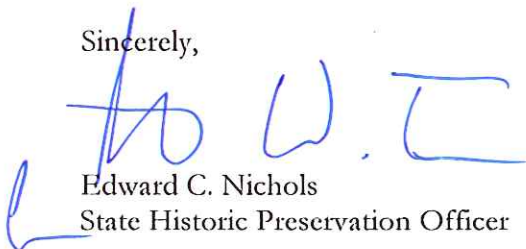
Re: APE Modification, Interstate 70 (I-70) East Corridor Supplemental Draft Environmental Impact Statement Re-evaluation, Denver County and Adams County (CHS #41831)

Dear Mr. Attardo:

Thank you for your correspondence dated January 30, 2014 and received on February 3, 2014 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided additional information, we do not object to the proposed APE modification as presented in your correspondence.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,



Edward C. Nichols  
State Historic Preservation Officer





**Attachment I – Appendix K**  
**Correspondence from Consulting**  
**Parties to CDOT Regarding January 30,**  
**2014 Letter**





STATE OF  
COLORADO

University of California, Berkeley, California 94720-1980

## Interstate 70 East Corridor Supplemental Draft EIS re-evaluation APE modification

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

## Gause, George - Community Planning and Development

<George.Gause@denvergov.org>

To: "Bushey - CDOT, Ashley" <ashley.bushey@state.co.us>

Tue, Feb 11, 2014 at 11:03

AM

Ashley,

Denver Landmark has no comments on the modification.

George



**George Gause | Sr. Planner-Landmark Preservation**

Community Planning &amp; Development | City and County of Denver

720.865.2929 Phone | [george.gause@denvergov.org](mailto:george.gause@denvergov.org)

DenverGov.org/CPD | @DenverCPD | Take our Survey Sign up for e-news

Denver is updating its landmark design guidelines! Learn more at our website

Comments and correspondence concerning proposals or applications are based on information received by the requestor and a comparison of that information and the Secretary of the Interior's Standards, Design Guidelines for Landmark Structures and Districts, Landmark Preservation Ordinance; Chapter 30 Revised Municipal Code and other applicable adopted guidelines. Staff is providing these comments for informal informational purposes only. These comments do not replace the formal design review process. More specific answers to a proposal can only be given after full review of the required documentation is accomplished. Landmark staff is not responsible for building or zoning review. Please submit plans to those agencies for comment.

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STATE OF  
COLORADO

enforce the law and protect the public safety

---

## I-70 APE Modification (East Corridor)

Learn more

---

**Rachel Parris** <rparris@coloradopreservation.org>

Thu, Feb 13, 2014 at 10:44 AM

To: "Bushey - CDOT, Ashley" <ashley.bushey@state.co.us>

CPI has no comment ☺

### **Rachel Parris**

Programs Manager

Colorado Preservation, Inc.

(303) 893-4260 x236

Emerson School

1420 Ogden Street, **Suite 104**

Denver, Colorado 80218

Become a member today and help us build a future with historic places!



**Attachment I – Appendix L**  
**Correspondence from CDOT to SHPO**  
**and Consulting Parties, April 26, 2013**



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



April 26, 2013

Mr. Edward C. Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental  
Impact Statement Re-evaluation, Denver County and Adams County (CHS  
#41831)

Dear Mr. Nichols:

This letter and attached documents constitute a request for concurrence on Determinations of National Register of Historic Places (NRHP) and State Register of Historic Places (SRHP) Eligibility for the project referenced above. The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify potential highway improvements along Interstate 70 (I-70) in the Denver metropolitan area between Interstate 25 (I-25) and Tower Road and to assess their potential effects on the human and natural environment.

Analysis began in June 2003 as part of the I-70 East Corridor EIS. A Draft EIS was published in November of 2008. As of a consultation meeting held March 2, 2009, CDOT decided to conduct the Section 106 consultation independently of the NEPA process. This decision was outlined in the determinations of eligibility published in January 2010. Since more than four years have passed since the 2008 Draft EIS was initially published, many federal and state regulations and requirements have changed. Additional analysis and public involvement efforts were performed to determine the validity of the alternatives that were considered reasonable alternatives in the Draft EIS. Based on public comments, the additional analysis, and the collaborative process brought about by the Preferred Alternative Collaborative Team (PACT), the project team determined that the Realignment Alternatives are no longer reasonable. Consequently, a new alternative option was designed to address the public concerns and incorporate their comments. Due to the changes in the alternatives, outdated census data, and new federal and state laws and regulations, the analysis in the 2008 Draft EIS was revisited and CDOT and FHWA will publish a Supplemental Draft EIS in summer 2013.

As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor as well as evaluating those properties constructed in 1965 or earlier that were not previously surveyed. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS.



The potential effects to historic properties will be evaluated using updated designs for the alternatives studied in the 2008 DIES and Supplemental Draft EIS. This correspondence only relates to eligibility determinations. Correspondence relating to effects determinations will be provided at a later date. Dianna Litvak, Jennifer Wahlers, and Liz Walker of Pinyon Environmental, Inc. (Pinyon), completed the cultural resources documentation and eligibility determinations in 2012-2013.

### **Project Description**

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

### **Area of Potential Effects**

A revised Area of Potential Effects (APE) was submitted to the State Historic Preservation Officer (SHPO) in correspondence dated December 27, 2012. In a response dated January 4, 2013, SHPO concurred with the recommended APE. Responses were also received from Historic Denver Inc., Denver Landmark Preservation, and Fairmount Heritage Foundation, in the capacity of consulting parties. No concerns or objections were raised by these consulting parties.

### **File and Assessor's Search Results**

Jen Wahlers and Liz Walker completed COMPASS and assessor searches of the revised APE. The COMPASS search identified:

- 117 resources noted as officially individually eligible, supporting segments of a linear resource, or contributing to an historic district located within the APE. These resources were surveyed as part of the original Draft EIS. Upon review of project correspondence with SHPO connected to the Draft EIS, it was found that several of the resources listed as eligible or contributing in COMPASS were actually determined officially not eligible per correspondence dated September 19, 2007.
- Three resources noted as "needs data" or lacking an official determination. Upon further review of the September 19, 2007, correspondence with SHPO, two of these resources were determined officially not eligible but were incorrectly entered into COMPASS. Only one of these resources (5DV9468) was actually "needs data."
- Three resources were entered in COMPASS as officially not eligible when in fact they were determined officially eligible per the same SHPO correspondence.
- Four districts that were previously identified in the APE and determined officially eligible: the National Western District (5DV10050), the Safeway Distribution Center (5DV9232), the Alfred R. Wessel Historic District (5DV10126), and Riverside Cemetery (5AM125).
- Six previously surveyed linear resources were located in the revised APE.

The resources with conflicting COMPASS entries are listed in the table below (Table 1).

**Table 1: Inaccurate COMPASS Entries**

<b>Site Number</b>	<b>Resource Name</b>	<b>COMPASS Eligibility Listing</b>	<b>Actual Eligibility Determination per SHPO correspondence dated 9/19/07</b>
5DV9676	Pasillas Residence	Eligible- Officially	Not Eligible
5DV9687	Ortiz/Lucas Residence	Needs-Data Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV9699	Limon Residence	Eligible-Officially	Not Eligible
5DV9712	Foiani Residence	Eligible- Officially	Not Eligible
5DV9715	Torres Residence	Eligible-Officially	Not Eligible
5DV9721	Valles Residence	Eligible- Officially	Not Eligible
5DV9757	Quinonez Residence	Eligible-Officially	Not Eligible
5DV9763	Jaszczyk Residence	Eligible- Officially	Not Eligible
5DV9781	Mirelez Residence	Eligible- Officially	Not Eligible
5DV9966	Yoshimura Residence	Not Eligible- Officially	Eligible
5DV10023	Almendariz/Rayburn Residence	Needs Data- Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV10040	Garcia Residence	Not Eligible- Officially	Eligible
5DV10065	Lopez/Hartzell Residence	Not Eligible- Officially	Eligible
5DV10086	WG Pigg & Son Warehouse	Needs Data- Officially	Not Eligible

The Assessor's search identified three properties that were over fifty-years old during the original I-70 East EIS study, but were inadvertently excluded from the previous survey. It also indicated one property with a building that was constructed between 1963 and 1965, and therefore not surveyed in the original survey effort but falling within the age range for study under the current Supplemental Draft EIS.

#### **Methodology**

Historians from Pinyon completed OAHF standard Re-visitation Forms (1405) for all resources identified in the previous survey effort and determined officially eligible or contributing to an historic district, and located within the current APE. Those resources that were incorrectly entered in COMPASS and were actually determined officially not eligible or non-contributing were not re-evaluated. After conversations with SHPO, it was determined that some of the earlier site numbers were incorrect, or the original survey forms were incomplete. Full Architectural Inventory Forms (1403) were completed for those resources when requested and the discrepancy in site numbers is noted on the new form. Full Architectural Inventory Forms were also completed for those resources that were missed during the previous survey effort, and the one property that dates between 1965 and 1963.

Under the previous survey effort, buildings within the Safeway Distribution Center Historic District (5DV9232) were recorded as separate resources with distinct site numbers. When entered into COMPASS, SHPO chose to discard the individual site numbers for each resource and record them all as features under one site number- 5DV9232. The re-visitation form completed under this survey effort followed the organization established by SHPO, using 5DV9232 and labeling all buildings within the resource boundary as features.

Two of the boundaries for the previously surveyed linear resources were augmented under this survey effort because of a slight change to the APE boundary. For those resources, which include the Union Pacific Beltline Railroad Segment (5AM2083.1) and the Chicago Burlington & Quincy Segment (5DV6247.3), full Management Data Forms (1400) and Linear Component Forms (1418) were completed to record the additional length. Although the Highline Canal is in the current APE, the proposed alternatives will have no impacts to the canal, either directly or indirectly; therefore, a re-visitation form for the resource was not completed and it is not included in this consultation.

Twenty-three bridges are located within the APE. Only 12 of those structures were built in 1965 or earlier, and only one bridge is not covered by the Section 106 Exemption for the Interstate Highway System. TranSystems completed Historic Bridge Site Forms under the latest CDOT Historic Bridge Inventory project for the bridge that requires an official eligibility determination, E-17-Z (5DV7062), which has been recommended as field not eligible. Consultation on this bridge has not yet occurred as part of that effort. The form is being submitted to obtain an official eligibility determination.

In total, 121 resources were surveyed as part of the Supplemental Draft EIS Re-evaluation effort.

#### **Eligibility Determinations for Properties Surveyed**

Tables 2, 3 and 4 summarize the eligibility recommendations for the resources re-evaluated as part of the Supplemental Draft EIS.

**Table 2: Eligibility Determinations**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5AM125	5201 Brighton Blvd.	Riverside Cemetery	Listed	Listed
5AM1298.2	N/A	Market Street Railroad/Chicago Burlington & Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5AM2083.1	N/A	Union Pacific Beltline Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV1172	4673 Josephine St.	Hovan/Pazola Residence	Eligible	Eligible
5DV1247	4681-4683 Baldwin Ct.	Kosik Residence	Eligible	Eligible
5DV5623	4696 Josephine St.	Lovato Residence	Eligible	Eligible
5DV5677	4632 Josephine St	Miranda/Taylor Residence	Eligible	Eligible
5DV6247.3	N/A	Chicago, Burlington and Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV6248.4	N/A	Union Pacific Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7048.2	N/A	Rocky Mountain Arsenal Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7062	N/A	UPRR Bridge over 46 <sup>th</sup> Ave. E-17-Z	Field Not Eligible	Not Eligible
5DV7130	2615 East 46th Ave.	Colonial Manor Tourist Court	Eligible	Eligible
5DV9227	3600 E. 48th Ave.	Tri-R Recycling	Eligible	Eligible
5DV9231	4300 Holly St.	Univar	Eligible	Eligible
5DV9232	4200 E. 46th Ave.	Safeway Distribution Center	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9245	2151 E. 45th Ave.	Ralston- Purina Plant/ Nestle Purina Petcare Company	Eligible	Eligible
5DV9468	4502 Wynkoop St.	Reed Mill & Lumber Col.	Needs Data	Not Eligible
5DV9655	2381 E. 46th Ave.	Sanchez Residence	Eligible	Eligible
5DV9660	4656 Baldwin Ct	Torres Residence	Eligible	Eligible
5DV9667	4637 Claude Ct.	Brown-Alarid Residence	Eligible	Eligible
5DV9668	4639 Claude Ct.	Toth/Kelly Residence	Eligible	Eligible
5DV9678	4539 Clayton St.	Rodriguez Residence	Eligible	Eligible
5DV9679	4541 Clayton St.	4541 Clayton LLC Residence	Eligible	Eligible
5DV9705	4631 Columbine St.	Castorena/Braswell Residence	Eligible	Eligible
5DV9706	4633 Columbine St.	Pavon Residence	Eligible	Eligible
5DV9714	4503 Fillmore St.	Olive Street LLC Residence	Eligible	Eligible
5DV9735	4618 High St.	Rudy/Bernal Residence	Eligible	Eligible
5DV9742	4502 Josephine St.	Langenberg Residence	Eligible	Eligible
5DV9745	4529 Josephine St.	Kenworthy/Wyckoff Residence	Eligible	Eligible
5DV9746	4608 Columbine St.	Portales Residence	Eligible	Eligible
5DV9748	4628 Josephine St.	Chavez Residence	Eligible	Eligible
5DV9751	4647 Josephine St.	Waggoner Residence	Eligible	Eligible
5DV9753	4651 Josephine St.	James Residence	Eligible	Eligible
5DV9761	4681 Josephine St.	Krutzler/Barajas Residence	Eligible	Eligible
5DV9762	4682 Josephine St.	Geo Trust/Araujo Residence	Eligible	Eligible
5DV9780	4617-4625 Race St.	Garcia Residence	Eligible	Eligible
5DV9787	4623-4625 Thompson Ct.	Portales Residence/Windsor Artesian Water Company	Eligible	Eligible
5DV9795	4645 Williams St.	Adams Clock LLC/Mann Residence	Eligible	Eligible
5DV9801	4600 York St.	Stop-N-Shop Food Store	Eligible	Eligible
5DV9805	1630-32 E. 47th Ave.	E. G. Trading Post Business	Eligible	Eligible
5DV9821	4645 Franklin St.	The Security Realty Company Property	Eligible	Not Eligible
5DV9823	4675 Williams Street	Miller Residence	Eligible	Eligible
5DV9828	4665-69 Williams St.	Herzberg Property	Eligible	Eligible
5DV9966	4450 Adams St.	Yoshimura Residence	Eligible	Eligible
5DV9968	4460 Adams St.	McGee Residence	Eligible	Eligible
5DV9988	4715 Colorado Blvd.	General Motors Corporation-Goalie Construction	Eligible	Eligible
5DV9989	4800 Colorado Blvd.	4800 Colorado LLC/United States Rubber Co.	Eligible	Eligible
5DV9994	4515 Columbine St.	Gonzalez Residence	Eligible	Eligible
5DV9996	4653 Columbine St.	Tomas/Eagan Residence	Eligible	Eligible
5DV10003	4450 Cook St.	Vasquez Residence	Eligible	Eligible
5DV10013	4446 Fillmore St.	Guereca/Perez Residence	Eligible	Eligible



Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV10014	4453 Fillmore St.	Tenenbaum Residence	Eligible	Eligible
5DV10034	4668 High St.	Ponce Residence	Eligible	Eligible
5DV10040	4695 High St.	Garcia Residence	Eligible	Eligible
5DV10047	4701 Jackson St.	Core Power Construction/Buckley JD Inc.- Buckley Explosives of Wyoming	Eligible	Eligible
5DV10058	4707 Josephine St.	Huffman Residence	Eligible	Eligible
5DV10065	4461 Milwaukee St.	Lopez/Hartzell Residence	Eligible	Eligible
5DV10085	4662-4664 Williams St.	Allen Investment Group, Inc./Kretschmar Residence	Eligible	Eligible
5DV10086	4401 Race.	WG Pigg & Son Warehouse	Not Eligible	Not Eligible
5DV10124	4459 Thompson Ct.	Clay II LLC/Rosthan Residence	Eligible	Eligible
5DV10135	4679 Vine St.	Abrams/Loretto Residence	Eligible	Eligible
5DV11320	4630 Washington St.	Den-Col	N/A	Not Eligible
5DV11321	4530 Clayton St.	N/A	N/A	Not Eligible
5DV11322	4532 Clayton St.	N/A	N/A	Not Eligible

Notes:

N/A – Not Applicable

**Table 3: Eligibility Determinations of Resources within Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV5149	4690 Clayton St.	Avila/Procopio Residence	Contributing	Contributing
5DV9682	4600 Clayton St.	Casillas/Rosenberg Residence	Contributing	Contributing
5DV9683	4601 Clayton St.	Luchetta/Lyells Residence	Contributing	Contributing
5DV9684	4610 Clayton St.	Ramirez/Leaf Residence	Contributing	Contributing
5DV9685	4611 Clayton St.	Dady/Leaf Residence	Contributing	Contributing
5DV9686	4620 Clayton St.	Gonzalez-Cruz/Joachim Residence	Contributing	Contributing
5DV9687	4621 Clayton St.	Ortiz/Lucas Residence	Contributing	Contributing
5DV9688	4630 Clayton St.	Contreras/Showalter Residence	Contributing	Contributing
5DV9689	4631 Clayton St.	Chaires/Hogle Residence	Contributing	Contributing
5DV9690	4640 Clayton St.	Gorniak/Butcher Residence	Contributing	Contributing
5DV9691	4641 Clayton St.	AdamsClock LLC/Huttenhow Residence	Contributing	Contributing
5DV9692	4651 Clayton St.	Portales/Sullivan Residence	Contributing	Contributing
5DV9693	4661 Clayton St.	Portales/Hull Residence	Contributing	Contributing
5DV9694	4664 Clayton St.	Kouremenos/Clemman Residence	Contributing	Contributing
5DV9726	4610 Fillmore St.	Fletcher/Taylor Residence	Contributing	Contributing
5DV9727	4615 Fillmore St.	Fusco/Wilson Residence	Contributing	Contributing

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9728	4620 Fillmore St.	Mary Santa Cruz Trust/Wilson Residence	Contributing	Contributing
5DV9730	4630 Fillmore St.	Villarreal/Murray Residence	Contributing	Contributing
5DV9731	4635 Fillmore St.	Almendarez/Schuele Residence	Contributing	Contributing
5DV9732	4640 Fillmore St.	Almendarez/Huttenhow Residence	Contributing	Contributing
5DV9733	4645 Fillmore St.	Fuentes/Steidley Residence	Contributing	Contributing
5DV9734	4655 Fillmore St.	Baquero/Lambeau Residence	Contributing	Contributing
5DV9980	4670 Clayton St.	Villa/Crocker Residence	Contributing	Contributing
5DV9981	4671 Clayton St.	Rodriguez/Wayslow Residence	Contributing	Contributing
5DV9982	4680 Clayton St.	Arevalo/Williams Residence	Contributing	Contributing
5DV9983	4681 Clayton St.	Glasgow/Hinkley Residence	Contributing	Contributing
5DV9984	4685 Clayton St.	De La Cruz Flores/Callahan Residence	Contributing	Contributing
5DV9987	4694 Clayton St.	Villarreal/Kesson Residence	Contributing	Contributing
5DV10016	4650 Fillmore St.	Singer Trust/Linbery Residence	Contributing	Contributing
5DV10018	4665 Fillmore St.	Mares/Austin Residence	Contributing	Contributing
5DV10019	4670 Fillmore St.	Elliot/Rusch Residence	Contributing	Contributing
5DV10020	4675 Fillmore St.	Fusco/Moore Residence	Contributing	Contributing
5DV10022	4695 Fillmore St.	Salbenblatt/Scuddel Residence	Contributing	Contributing
5DV10023	4701 Fillmore St.	Almendariz/Rayburn Residence	Contributing	Contributing
5DV10097	4700 St. Paul Ct.	Hernandez/Miller Residence	Contributing	Contributing
5DV10098	4701 St. Paul Ct.	Simental de Garcia/Weber Residence	Contributing	Contributing
5DV10099	4705 St. Paul Ct.	Arrieta/France Residence	Contributing	Contributing
5DV10100	4710 St. Paul Ct.	Chacon/Fulton Residence	Contributing	Contributing
5DV10101	4715 St. Paul Ct.	Ruiz-A/Getty Residence	Contributing	Contributing
5DV10102	4720 St. Paul Ct.	Ornelas/Furns Residence	Contributing	Contributing
5DV10104	4730 St. Paul Ct.	Romero/Watts Residence	Contributing	Contributing
5DV10105	4735 St. Paul Ct.	Calderon/Bassett Residence	Contributing	Contributing
5DV10106	4740 St. Paul Ct.	Rodarte Family Trust/Goolsby Residence	Contributing	Contributing
5DV10108	4750 St. Paul Ct.	Velasquez/Hergert Residence	Contributing	Contributing
5DV10110	4760 St. Paul Ct.	Montelongo/Bundick Residence	Contributing	Contributing
5DV10112	4770 St. Paul Ct.	Montoya/Desilets Residence	Contributing	Contributing
5DV10115	4785 St. Paul Ct.	Galvan/Elmore Residence	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10116	4790 St. Paul Ct.	Montoya/McFaddin Residence	Contributing	Contributing
5DV10469	4650 Clayton St.	Pacheco/Aggus Residence	N/A	Contributing

Notes:

N/A – Not Applicable

**Table 4: Eligibility Determinations of Resources within National Western Historic District (5DV10050)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV3815	1325 E. 46 <sup>th</sup> Ave.	National Western Stadium Arena	Contributing	Contributing
5DV7058	N/A	I-70 Bridge over 46 <sup>th</sup> Ave. E-17-CJ	Field Not Eligible	Contributing
5DV9163	4701 Marion St.	Live Stock Exchange Building	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV9282/5 DV9162	1300 E.46th Ave.	Denver Coliseum	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10059	4699 Marion St.	K-M Building Café/ National Western Stock Show Coffee Shop	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10081	4701 Packing House Rd.	Neorama Property	Contributing	Contributing
5DV10082	4747 National Western Dr.	McConnell Welders	Contributing	Contributing
5DV10447	1325 E. 46 <sup>th</sup> Ave.	Livestock Bridge and Flyover	Contributing	Contributing

Notes:

N/A – Not Applicable

The Section 106 eligibility determinations are also being forwarded to the City of Denver Landmark Commission, Historic Denver, Colorado Preservation, Inc., and Fairmount Heritage Foundation, whom we have identified as potential Section 106 consulting parties for this project. Any comments from these organizations will be forwarded to you.

We hereby request your concurrence with these determinations of eligibility. Your response is necessary for the FHWA's compliance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulations.

Thank you in advance for your prompt attention to this matter. If you have questions or require additional information, please contact CDOT Region 6 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



for Elizabeth Kemp-Herrera  
Region 6 Planning and Environmental Manager

cc: Kirk Webb, Project Manager, CDOT Region 6  
Pinyon Environmental, Inc.

Attachments: Cultural Resource Survey Forms

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



April 26, 2013

Ms. Jane Daniels, Executive Director  
Colorado Preservation, Inc.  
1420 Ogden St., Suite 103  
Denver, CO 80218

**SUBJECT:** Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental  
Impact Statement Re-evaluation, Denver County and Adams County (CHS  
#41831)

Dear Ms. Daniels:

This letter and attached documents constitute a request for comments on Determinations of National Register of Historic Places (NRHP) and State Register of Historic Places (SRHP) Eligibility for the project referenced above. The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify potential highway improvements along Interstate 70 (I-70) in the Denver metropolitan area between Interstate 25 (I-25) and Tower Road and to assess their potential effects on the human and natural environment.

Analysis began in June 2003 as part of the I-70 East Corridor EIS. A Draft EIS was published in November of 2008. As of a consultation meeting held March 2, 2009, CDOT decided to conduct the Section 106 consultation independently of the NEPA process. This decision was outlined in the determinations of eligibility published in January 2010. Since more than four years have passed since the 2008 Draft EIS was initially published, many federal and state regulations and requirements have changed. Additional analysis and public involvement efforts were performed to determine the validity of the alternatives that were considered reasonable alternatives in the Draft EIS. Based on public comments, the additional analysis, and the collaborative process brought about by the Preferred Alternative Collaborative Team (PACT), the project team determined that the Realignment Alternatives are no longer reasonable. Consequently, a new alternative option was designed to address the public concerns and incorporate their comments. Due to the changes in the alternatives, outdated census data, and new federal and state laws and regulations, the analysis in the 2008 Draft EIS was revisited and CDOT and FHWA will publish a Supplemental Draft EIS in summer 2013.

As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor as well as evaluating those properties constructed in 1965 or earlier that were not previously surveyed. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. The potential effects to historic properties will be evaluated using updated designs for the alternatives

studied in the 2008 DIES and Supplemental Draft EIS. This correspondence only relates to eligibility determinations. Correspondence relating to effects determinations will be provided at a later date. Dianna Litvak, Jennifer Wahlers, and Liz Walker of Pinyon Environmental, Inc. (Pinyon), completed the cultural resources documentation and eligibility determinations in 2012-2013.

### **Project Description**

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

### **Area of Potential Effects**

A revised Area of Potential Effects (APE) was submitted to the State Historic Preservation Officer (SHPO) in correspondence dated December 27, 2012. In a response dated January 4, 2013, SHPO concurred with the recommended APE. Responses were also received from Historic Denver Inc., Denver Landmark Preservation, and Fairmount Heritage Foundation, in the capacity of consulting parties. No concerns or objections were raised by these consulting parties.

### **File and Assessor's Search Results**

Jen Wahlers and Liz Walker completed COMPASS and assessor searches of the revised APE. The COMPASS search identified:

- 117 resources noted as officially individually eligible, supporting segments of a linear resource, or contributing to an historic district located within the APE. These resources were surveyed as part of the original Draft EIS. Upon review of project correspondence with SHPO connected to the Draft EIS, it was found that several of the resources listed as eligible or contributing in COMPASS were actually determined officially not eligible per correspondence dated September 19, 2007.
- Three resources noted as "needs data" or lacking an official determination. Upon further review of the September 19, 2007, correspondence with SHPO, two of these resources were determined officially not eligible but were incorrectly entered into COMPASS. Only one of these resources (5DV9468) was actually "needs data."
- Three resources were entered in COMPASS as officially not eligible when in fact they were determined officially eligible per the same SHPO correspondence.
- Four districts that were previously identified in the APE and determined officially eligible: the National Western District (5DV10050), the Safeway Distribution Center (5DV9232), the Alfred R. Wessel Historic District (5DV10126), and Riverside Cemetery (5AM125).
- Six previously surveyed linear resources were located in the revised APE.

The resources with conflicting COMPASS entries are listed in the table below (Table 1).



**Table 1: Inaccurate COMPASS Entries**

<b>Site Number</b>	<b>Resource Name</b>	<b>COMPASS Eligibility Listing</b>	<b>Actual Eligibility Determination per SHPO correspondence dated 9/19/07</b>
5DV9676	Pasillas Residence	Eligible- Officially	Not Eligible
5DV9687	Ortiz/Lucas Residence	Needs-Data Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV9699	Limon Residence	Eligible-Officially	Not Eligible
5DV9712	Foiani Residence	Eligible- Officially	Not Eligible
5DV9715	Torres Residence	Eligible-Officially	Not Eligible
5DV9721	Valles Residence	Eligible- Officially	Not Eligible
5DV9757	Quinonez Residence	Eligible-Officially	Not Eligible
5DV9763	Jaszczyk Residence	Eligible- Officially	Not Eligible
5DV9781	Mirelez Residence	Eligible- Officially	Not Eligible
5DV9966	Yoshimura Residence	Not Eligible- Officially	Eligible
5DV10023	Almendariz/Rayburn Residence	Needs Data- Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV10040	Garcia Residence	Not Eligible- Officially	Eligible
5DV10065	Lopez/Hartzell Residence	Not Eligible- Officially	Eligible
5DV10086	WG Pigg & Son Warehouse	Needs Data- Officially	Not Eligible

The Assessor's search identified three properties that were over fifty-years old during the original I-70 East EIS study, but were inadvertently excluded from the previous survey. It also indicated one property with a building constructed between 1963 and 1965, and therefore not surveyed in the original survey effort but falling within the age range for study under the current Supplemental Draft EIS.

#### **Methodology**

Historians from Pinyon completed OAHp standard Re-visitation Forms (1405) for all resources identified in the previous survey effort and determined officially eligible or contributing to an historic district, and located within the current APE. Those resources that were incorrectly entered in COMPASS and were actually determined officially not eligible or non-contributing were not re-evaluated. After conversations with SHPO, it was determined that some of the earlier site numbers were incorrect, or the original survey forms were incomplete. Full Architectural Inventory Forms (1403) were completed for those resources when requested and the discrepancy in site numbers is noted on the new form. Full Architectural Inventory Forms were also completed for those resources that were missed during the previous survey effort, and the one property that dates between 1965 and 1963.

Under the previous survey effort, buildings within the Safeway Distribution Center Historic District (5DV9232) were recorded as separate resources with distinct site numbers. When entered into COMPASS, SHPO chose to discard the individual site numbers for each resource and record them all as features under one site number- 5DV9232. The re-visitation form completed under this survey effort followed the organization established by SHPO, using 5DV9232 and labeling all buildings within the resource boundary as features.

Two of the boundaries for the previously surveyed linear resources were augmented under this survey effort because of a slight change to the APE boundary. For those resources, which include the Union Pacific Beltline Railroad Segment (5AM2083.1) and the Chicago Burlington & Quincy Segment (5DV6247.3), full Management Data Forms (1400) and Linear Component Forms (1418) were completed to record the additional length. Although the Highline Canal is in the current APE, the proposed alternatives will have no impacts to the canal, either directly or indirectly; therefore, a re-visitation form for the resource was not completed and it is not included in this consultation.

Twenty-three bridges are located within the APE. Only 12 of those structures were built in 1965 or earlier, and only one bridge is not covered by the Section 106 Exemption for the Interstate Highway System. TranSystems completed Historic Bridge Site Forms under the latest CDOT Historic Bridge Inventory project for the bridge that requires an official eligibility determination, E-17-Z (5DV7062), which has been recommended as field not eligible. Consultation on this bridge has not yet occurred as part of that effort. The form is being submitted to obtain an official eligibility determination.

In total, 121 resources were surveyed as part of the Supplemental Draft EIS Re-evaluation effort.

#### **Eligibility Determinations for Properties Surveyed**

Tables 2, 3 and 4 summarize the eligibility recommendations for the resources re-evaluated as part of the Supplemental Draft EIS.

**Table 2: Eligibility Determinations**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5AM125	5201 Brighton Blvd.	Riverside Cemetery	Listed	Listed
5AM1298.2	N/A	Market Street Railroad/Chicago Burlington & Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5AM2083.1	N/A	Union Pacific Beltline Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV1172	4673 Josephine St.	Hovan/Pazola Residence	Eligible	Eligible
5DV1247	4681-4683 Baldwin Ct.	Kosik Residence	Eligible	Eligible
5DV5623	4696 Josephine St.	Lovato Residence	Eligible	Eligible
5DV5677	4632 Josephine St	Miranda/Taylor Residence	Eligible	Eligible
5DV6247.3	N/A	Chicago, Burlington and Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV6248.4	N/A	Union Pacific Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7048.2	N/A	Rocky Mountain Arsenal Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7062	N/A	UPRR Bridge over 46 <sup>th</sup> Ave. E-17-Z	Field Not Eligible	Not Eligible
5DV7130	2615 East 46th Ave.	Colonial Manor Tourist Court	Eligible	Eligible
5DV9227	3600 E. 48th Ave.	Tri-R Recycling	Eligible	Eligible
5DV9231	4300 Holly St.	Univar	Eligible	Eligible
5DV9232	4200 E. 46th Ave.	Safeway Distribution Center	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9245	2151 E. 45th Ave.	Ralston- Purina Plant/ Nestle Purina Petcare Company	Eligible	Eligible
5DV9468	4502 Wynkoop St.	Reed Mill & Lumber Col.	Needs Data	Not Eligible
5DV9655	2381 E. 46th Ave.	Sanchez Residence	Eligible	Eligible
5DV9660	4656 Baldwin Ct	Torres Residence	Eligible	Eligible
5DV9667	4637 Claude Ct.	Brown-Alarid Residence	Eligible	Eligible
5DV9668	4639 Claude Ct.	Toth/Kelly Residence	Eligible	Eligible
5DV9678	4539 Clayton St.	Rodriguez Residence	Eligible	Eligible
5DV9679	4541 Clayton St.	4541 Clayton LLC Residence	Eligible	Eligible
5DV9705	4631 Columbine St.	Castorena/Braswell Residence	Eligible	Eligible
5DV9706	4633 Columbine St.	Pavon Residence	Eligible	Eligible
5DV9714	4503 Fillmore St.	Olive Street LLC Residence	Eligible	Eligible
5DV9735	4618 High St.	Rudy/Bernal Residence	Eligible	Eligible
5DV9742	4502 Josephine St.	Langenberg Residence	Eligible	Eligible
5DV9745	4529 Josephine St.	Kenworthy/Wyckoff Residence	Eligible	Eligible
5DV9746	4608 Columbine St.	Portales Residence	Eligible	Eligible
5DV9748	4628 Josephine St.	Chavez Residence	Eligible	Eligible
5DV9751	4647 Josephine St.	Waggoner Residence	Eligible	Eligible
5DV9753	4651 Josephine St.	James Residence	Eligible	Eligible
5DV9761	4681 Josephine St.	Krutzler/Barajas Residence	Eligible	Eligible
5DV9762	4682 Josephine St.	Geo Trust/Araujo Residence	Eligible	Eligible
5DV9780	4617-4625 Race St.	Garcia Residence	Eligible	Eligible
5DV9787	4623-4625 Thompson Ct.	Portales Residence/Windsor Artesian Water Company	Eligible	Eligible
5DV9795	4645 Williams St.	Adams Clock LLC/Mann Residence	Eligible	Eligible
5DV9801	4600 York St.	Stop-N-Shop Food Store	Eligible	Eligible
5DV9805	1630-32 E. 47th Ave.	E. G. Trading Post Business	Eligible	Eligible
5DV9821	4645 Franklin St.	The Security Realty Company Property	Eligible	Not Eligible
5DV9823	4675 Williams Street	Miller Residence	Eligible	Eligible
5DV9828	4665-69 Williams St.	Herzberg Property	Eligible	Eligible
5DV9966	4450 Adams St.	Yoshimura Residence	Eligible	Eligible
5DV9968	4460 Adams St.	McGee Residence	Eligible	Eligible
5DV9988	4715 Colorado Blvd.	General Motors Corporation-Goalie Construction	Eligible	Eligible
5DV9989	4800 Colorado Blvd.	4800 Colorado LLC/United States Rubber Co.	Eligible	Eligible
5DV9994	4515 Columbine St.	Gonzalez Residence	Eligible	Eligible
5DV9996	4653 Columbine St.	Tomas/Eagan Residence	Eligible	Eligible
5DV10003	4450 Cook St.	Vasquez Residence	Eligible	Eligible
5DV10013	4446 Fillmore St.	Guereca/Perez Residence	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV10014	4453 Fillmore St.	Tenenbaum Residence	Eligible	Eligible
5DV10034	4668 High St.	Ponce Residence	Eligible	Eligible
5DV10040	4695 High St.	Garcia Residence	Eligible	Eligible
5DV10047	4701 Jackson St.	Core Power Construction/Buckley JD Inc.- Buckley Explosives of Wyoming	Eligible	Eligible
5DV10058	4707 Josephine St.	Huffman Residence	Eligible	Eligible
5DV10065	4461 Milwaukee St.	Lopez/Hartzell Residence	Eligible	Eligible
5DV10085	4662-4664 Williams St.	Allen Investment Group, Inc./Kretschmar Residence	Eligible	Eligible
5DV10086	4401 Race.	WG Pigg & Son Warehouse	Not Eligible	Not Eligible
5DV10124	4459 Thompson Ct.	Clay II LLC/Rosthan Residence	Eligible	Eligible
5DV10135	4679 Vine St.	Abrams/Loretto Residence	Eligible	Eligible
5DV11320	4630 Washington St.	Den-Col	N/A	Not Eligible
5DV11321	4530 Clayton St.	N/A	N/A	Not Eligible
5DV11322	4532 Clayton St.	N/A	N/A	Not Eligible

Notes:

N/A – Not Applicable

**Table 3: Eligibility Determinations of Resources within Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV5149	4690 Clayton St.	Avila/Procopio Residence	Contributing	Contributing
5DV9682	4600 Clayton St.	Casillas/Rosenberg Residence	Contributing	Contributing
5DV9683	4601 Clayton St.	Luchetta/Lyells Residence	Contributing	Contributing
5DV9684	4610 Clayton St.	Ramirez/Leaf Residence	Contributing	Contributing
5DV9685	4611 Clayton St.	Dady/Leaf Residence	Contributing	Contributing
5DV9686	4620 Clayton St.	Gonzalez-Cruz/Joachim Residence	Contributing	Contributing
5DV9687	4621 Clayton St.	Ortiz/Lucas Residence	Contributing	Contributing
5DV9688	4630 Clayton St.	Contreras/Showalter Residence	Contributing	Contributing
5DV9689	4631 Clayton St.	Chaires/Hogle Residence	Contributing	Contributing
5DV9690	4640 Clayton St.	Gorniak/Butcher Residence	Contributing	Contributing
5DV9691	4641 Clayton St.	AdamsClock LLC/Huttenhow Residence	Contributing	Contributing
5DV9692	4651 Clayton St.	Portales/Sullivan Residence	Contributing	Contributing
5DV9693	4661 Clayton St.	Portales/Hull Residence	Contributing	Contributing
5DV9694	4664 Clayton St.	Kouremenos/Clemman Residence	Contributing	Contributing
5DV9726	4610 Fillmore St.	Fletcher/Taylor Residence	Contributing	Contributing
5DV9727	4615 Fillmore St.	Fusco/Wilson Residence	Contributing	Contributing

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9728	4620 Fillmore St.	Mary Santa Cruz Trust/Wilson Residence	Contributing	Contributing
5DV9730	4630 Fillmore St.	Villarreal/Murray Residence	Contributing	Contributing
5DV9731	4635 Fillmore St.	Almendarez/Schuele Residence	Contributing	Contributing
5DV9732	4640 Fillmore St.	Almendarez/Huttenhow Residence	Contributing	Contributing
5DV9733	4645 Fillmore St.	Fuentes/Steidley Residence	Contributing	Contributing
5DV9734	4655 Fillmore St.	Baquero/Lambeau Residence	Contributing	Contributing
5DV9980	4670 Clayton St.	Villa/Crocker Residence	Contributing	Contributing
5DV9981	4671 Clayton St.	Rodriguez/Wayslow Residence	Contributing	Contributing
5DV9982	4680 Clayton St.	Arevalo/Williams Residence	Contributing	Contributing
5DV9983	4681 Clayton St.	Glasgow/Hinkley Residence	Contributing	Contributing
5DV9984	4685 Clayton St.	De La Cruz Flores/Callahan Residence	Contributing	Contributing
5DV9987	4694 Clayton St.	Villarreal/Kesson Residence	Contributing	Contributing
5DV10016	4650 Fillmore St.	Singer Trust/Linbery Residence	Contributing	Contributing
5DV10018	4665 Fillmore St.	Mares/Austin Residence	Contributing	Contributing
5DV10019	4670 Fillmore St.	Elliot/Rusch Residence	Contributing	Contributing
5DV10020	4675 Fillmore St.	Fusco/Moore Residence	Contributing	Contributing
5DV10022	4695 Fillmore St.	Salbenblatt/Scuddel Residence	Contributing	Contributing
5DV10023	4701 Fillmore St.	Almendariz/Rayburn Residence	Contributing	Contributing
5DV10097	4700 St. Paul Ct.	Hernandez/Miller Residence	Contributing	Contributing
5DV10098	4701 St. Paul Ct.	Simental de Garcia/Weber Residence	Contributing	Contributing
5DV10099	4705 St. Paul Ct.	Arrieta/France Residence	Contributing	Contributing
5DV10100	4710 St. Paul Ct.	Chacon/Fulton Residence	Contributing	Contributing
5DV10101	4715 St. Paul Ct.	Ruiz-A/Getty Residence	Contributing	Contributing
5DV10102	4720 St. Paul Ct.	Ornelas/Furns Residence	Contributing	Contributing
5DV10104	4730 St. Paul Ct.	Romero/Watts Residence	Contributing	Contributing
5DV10105	4735 St. Paul Ct.	Calderon/Bassett Residence	Contributing	Contributing
5DV10106	4740 St. Paul Ct.	Rodarte Family Trust/Goolsby Residence	Contributing	Contributing
5DV10108	4750 St. Paul Ct.	Velasquez/Hergert Residence	Contributing	Contributing
5DV10110	4760 St. Paul Ct.	Montelongo/Bundick Residence	Contributing	Contributing
5DV10112	4770 St. Paul Ct.	Montoya/Desilets Residence	Contributing	Contributing
5DV10115	4785 St. Paul Ct.	Galvan/Elmore Residence	Individually Eligible/ Contributing	Individually Eligible/ Contributing
5DV10116	4790 St. Paul Ct.	Montoya/McFaddin Residence	Contributing	Contributing
5DV10469	4650 Clayton St.	Pacheco/Aggus Residence	N/A	Contributing

Notes:

N/A – Not Applicable



**Table 4: Eligibility Determinations of Resources within National Western Historic District (5DV10050)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV3815	1325 E. 46 <sup>th</sup> Ave.	National Western Stadium Arena	Contributing	Contributing
5DV7058	N/A	I-70 Bridge over 46 <sup>th</sup> Ave. E-17-CJ	Field Not Eligible	Contributing
5DV9163	4701 Marion St.	Live Stock Exchange Building	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV9282/5DV9162	1300 E.46th Ave.	Denver Coliseum`	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10059	4699 Marion St.	K-M Building Café/ National Western Stock Show Coffee Shop	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10081	4701 Packing House Rd.	Neorama Property	Contributing	Contributing
5DV10082	4747 National Western Dr.	McConnell Welders	Contributing	Contributing
5DV10447	1325 E. 46 <sup>th</sup> Ave.	Livestock Bridge and Flyover	Contributing	Contributing

Notes:

N/A – Not Applicable

The Section 106 eligibility determinations are being forwarded concurrently to Mr. Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. As an organization with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 6 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



for Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, Project Manager, CDOT Region 6  
Pinyon Environmental, Inc.

Attachments: Cultural Resource Survey Forms

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



April 26, 2013

Ms. Patricia A. Carmody  
Fairmount Heritage Foundation  
430 S. Quebec St.  
Denver, CO 80247

**SUBJECT:** Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental Impact Statement Re-evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Carmody:

This letter and attached documents constitute a request for comments on Determinations of National Register of Historic Places (NRHP) and State Register of Historic Places (SRHP) Eligibility for the project referenced above. The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify potential highway improvements along Interstate 70 (I-70) in the Denver metropolitan area between Interstate 25 (I-25) and Tower Road and to assess their potential effects on the human and natural environment.

Analysis began in June 2003 as part of the I-70 East Corridor EIS. A Draft EIS was published in November of 2008. As of a consultation meeting held March 2, 2009, CDOT decided to conduct the Section 106 consultation independently of the NEPA process. This decision was outlined in the determinations of eligibility published in January 2010. Since more than four years have passed since the 2008 Draft EIS was initially published, many federal and state regulations and requirements have changed. Additional analysis and public involvement efforts were performed to determine the validity of the alternatives that were considered reasonable alternatives in the Draft EIS. Based on public comments, the additional analysis, and the collaborative process brought about by the Preferred Alternative Collaborative Team (PACT), the project team determined that the Realignment Alternatives are no longer reasonable. Consequently, a new alternative option was designed to address the public concerns and incorporate their comments. Due to the changes in the alternatives, outdated census data, and new federal and state laws and regulations, the analysis in the 2008 Draft EIS was revisited and CDOT and FHWA will publish a Supplemental Draft EIS in summer 2013.

As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor as well as evaluating those properties constructed in 1965 or earlier that were not previously surveyed. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. The potential effects to historic properties will be evaluated using updated designs for the alternatives

studied in the 2008 DIES and Supplemental Draft EIS. This correspondence only relates to eligibility determinations. Correspondence relating to effects determinations will be provided at a later date. Dianna Litvak, Jennifer Wahlers, and Liz Walker of Pinyon Environmental, Inc. (Pinyon), completed the cultural resources documentation and eligibility determinations in 2012-2013.

### **Project Description**

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

### **Area of Potential Effects**

A revised Area of Potential Effects (APE) was submitted to the State Historic Preservation Officer (SHPO) in correspondence dated December 27, 2012. In a response dated January 4, 2013, SHPO concurred with the recommended APE. Responses were also received from Historic Denver Inc., Denver Landmark Preservation, and Fairmount Heritage Foundation, in the capacity of consulting parties. No concerns or objections were raised by these consulting parties.

### **File and Assessor's Search Results**

Jen Wahlers and Liz Walker completed COMPASS and assessor searches of the revised APE. The COMPASS search identified:

- 117 resources noted as officially individually eligible, supporting segments of a linear resource, or contributing to an historic district located within the APE. These resources were surveyed as part of the original Draft EIS. Upon review of project correspondence with SHPO connected to the Draft EIS, it was found that several of the resources listed as eligible or contributing in COMPASS were actually determined officially not eligible per correspondence dated September 19, 2007.
- Three resources noted as "needs data" or lacking an official determination. Upon further review of the September 19, 2007, correspondence with SHPO, two of these resources were determined officially not eligible but were incorrectly entered into COMPASS. Only one of these resources (5DV9468) was actually "needs data."
- Three resources were entered in COMPASS as officially not eligible when in fact they were determined officially eligible per the same SHPO correspondence.
- Four districts that were previously identified in the APE and determined officially eligible: the National Western District (5DV10050), the Safeway Distribution Center (5DV9232), the Alfred R. Wessel Historic District (5DV10126), and Riverside Cemetery (5AM125).
- Six previously surveyed linear resources were located in the revised APE.

The resources with conflicting COMPASS entries are listed in the table below (Table 1).

**Table 1: Inaccurate COMPASS Entries**

<b>Site Number</b>	<b>Resource Name</b>	<b>COMPASS Eligibility Listing</b>	<b>Actual Eligibility Determination per SHPO correspondence dated 9/19/07</b>
5DV9676	Pasillas Residence	Eligible- Officially	Not Eligible
5DV9687	Ortiz/Lucas Residence	Needs-Data Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV9699	Limon Residence	Eligible-Officially	Not Eligible
5DV9712	Foiani Residence	Eligible- Officially	Not Eligible
5DV9715	Torres Residence	Eligible-Officially	Not Eligible
5DV9721	Valles Residence	Eligible- Officially	Not Eligible
5DV9757	Quinonez Residence	Eligible-Officially	Not Eligible
5DV9763	Jaszczyk Residence	Eligible- Officially	Not Eligible
5DV9781	Mirelez Residence	Eligible- Officially	Not Eligible
5DV9966	Yoshimura Residence	Not Eligible- Officially	Eligible
5DV10023	Almendariz/Rayburn Residence	Needs Data- Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV10040	Garcia Residence	Not Eligible- Officially	Eligible
5DV10065	Lopez/Hartzell Residence	Not Eligible- Officially	Eligible
5DV10086	WG Pigg & Son Warehouse	Needs Data- Officially	Not Eligible

The Assessor's search identified three properties that were over fifty-years old during the original I-70 East EIS study, but were inadvertently excluded from the previous survey. It also indicated one property with a building constructed between 1963 and 1965, and therefore not surveyed in the original survey effort but falling within the age range for study under the current Supplemental Draft EIS.

#### **Methodology**

Historians from Pinyon completed OAHp standard Re-visitation Forms (1405) for all resources identified in the previous survey effort and determined officially eligible or contributing to an historic district, and located within the current APE. Those resources that were incorrectly entered in COMPASS and were actually determined officially not eligible or non-contributing were not re-evaluated. After conversations with SHPO, it was determined that some of the earlier site numbers were incorrect, or the original survey forms were incomplete. Full Architectural Inventory Forms (1403) were completed for those resources when requested and the discrepancy in site numbers is noted on the new form. Full Architectural Inventory Forms were also completed for those resources that were missed during the previous survey effort, and the one property that dates between 1965 and 1963.

Under the previous survey effort, buildings within the Safeway Distribution Center Historic District (5DV9232) were recorded as separate resources with distinct site numbers. When entered into COMPASS, SHPO chose to discard the individual site numbers for each resource and record them all as features under one site number- 5DV9232. The re-visitation form completed under this survey effort followed the organization established by SHPO, using 5DV9232 and labeling all buildings within the resource boundary as features.

Two of the boundaries for the previously surveyed linear resources were augmented under this survey effort because of a slight change to the APE boundary. For those resources, which include the Union Pacific Beltline Railroad Segment (5AM2083.1) and the Chicago Burlington & Quincy Segment (5DV6247.3), full Management Data Forms (1400) and Linear Component Forms (1418) were completed to record the additional length. Although the Highline Canal is in the current APE, the proposed alternatives will have no impacts to the canal, either directly or indirectly; therefore, a re-visitation form for the resource was not completed and it is not included in this consultation.

Twenty-three bridges are located within the APE. Only 12 of those structures were built in 1965 or earlier, and only one bridge is not covered by the Section 106 Exemption for the Interstate Highway System. TranSystems completed Historic Bridge Site Forms under the latest CDOT Historic Bridge Inventory project for the bridge that requires an official eligibility determination, E-17-Z (5DV7062), which has been recommended as field not eligible. Consultation on this bridge has not yet occurred as part of that effort. The form is being submitted to obtain an official eligibility determination.

In total, 121 resources were surveyed as part of the Supplemental Draft EIS Re-evaluation effort.

#### **Eligibility Determinations for Properties Surveyed**

Tables 2, 3 and 4 summarize the eligibility recommendations for the resources re-evaluated as part of the Supplemental Draft EIS.

**Table 2: Eligibility Determinations**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5AM125	5201 Brighton Blvd.	Riverside Cemetery	Listed	Listed
5AM1298.2	N/A	Market Street Railroad/Chicago Burlington & Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5AM2083.1	N/A	Union Pacific Beltline Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV1172	4673 Josephine St.	Hovan/Pazola Residence	Eligible	Eligible
5DV1247	4681-4683 Baldwin Ct.	Kosik Residence	Eligible	Eligible
5DV5623	4696 Josephine St.	Lovato Residence	Eligible	Eligible
5DV5677	4632 Josephine St	Miranda/Taylor Residence	Eligible	Eligible
5DV6247.3	N/A	Chicago, Burlington and Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV6248.4	N/A	Union Pacific Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7048.2	N/A	Rocky Mountain Arsenal Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7062	N/A	UPRR Bridge over 46 <sup>th</sup> Ave. E-17-Z	Field Not Eligible	Not Eligible
5DV7130	2615 East 46th Ave.	Colonial Manor Tourist Court	Eligible	Eligible
5DV9227	3600 E. 48th Ave.	Tri-R Recycling	Eligible	Eligible
5DV9231	4300 Holly St.	Univar	Eligible	Eligible
5DV9232	4200 E. 46th Ave.	Safeway Distribution Center	Eligible	Eligible



Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9245	2151 E. 45th Ave.	Ralston- Purina Plant/ Nestle Purina Petcare Company	Eligible	Eligible
5DV9468	4502 Wynkoop St.	Reed Mill & Lumber Col.	Needs Data	Not Eligible
5DV9655	2381 E. 46th Ave.	Sanchez Residence	Eligible	Eligible
5DV9660	4656 Baldwin Ct	Torres Residence	Eligible	Eligible
5DV9667	4637 Claude Ct.	Brown-Alarid Residence	Eligible	Eligible
5DV9668	4639 Claude Ct.	Toth/Kelly Residence	Eligible	Eligible
5DV9678	4539 Clayton St.	Rodriguez Residence	Eligible	Eligible
5DV9679	4541 Clayton St.	4541 Clayton LLC Residence	Eligible	Eligible
5DV9705	4631 Columbine St.	Castorena/Braswell Residence	Eligible	Eligible
5DV9706	4633 Columbine St.	Pavon Residence	Eligible	Eligible
5DV9714	4503 Fillmore St.	Olive Street LLC Residence	Eligible	Eligible
5DV9735	4618 High St.	Rudy/Bernal Residence	Eligible	Eligible
5DV9742	4502 Josephine St.	Langenberg Residence	Eligible	Eligible
5DV9745	4529 Josephine St.	Kenworthy/Wyckoff Residence	Eligible	Eligible
5DV9746	4608 Columbine St.	Portales Residence	Eligible	Eligible
5DV9748	4628 Josephine St.	Chavez Residence	Eligible	Eligible
5DV9751	4647 Josephine St.	Waggoner Residence	Eligible	Eligible
5DV9753	4651 Josephine St.	James Residence	Eligible	Eligible
5DV9761	4681 Josephine St.	Krutzler/Barajas Residence	Eligible	Eligible
5DV9762	4682 Josephine St.	Geo Trust/Araujo Residence	Eligible	Eligible
5DV9780	4617-4625 Race St.	Garcia Residence	Eligible	Eligible
5DV9787	4623-4625 Thompson Ct.	Portales Residence/Windsor Artesian Water Company	Eligible	Eligible
5DV9795	4645 Williams St.	Adams Clock LLC/Mann Residence	Eligible	Eligible
5DV9801	4600 York St.	Stop-N-Shop Food Store	Eligible	Eligible
5DV9805	1630-32 E. 47th Ave.	E. G. Trading Post Business	Eligible	Eligible
5DV9821	4645 Franklin St.	The Security Realty Company Property	Eligible	Not Eligible
5DV9823	4675 Williams Street	Miller Residence	Eligible	Eligible
5DV9828	4665-69 Williams St.	Herzberg Property	Eligible	Eligible
5DV9966	4450 Adams St.	Yoshimura Residence	Eligible	Eligible
5DV9968	4460 Adams St.	McGee Residence	Eligible	Eligible
5DV9988	4715 Colorado Blvd.	General Motors Corporation-Goalie Construction	Eligible	Eligible
5DV9989	4800 Colorado Blvd.	4800 Colorado LLC/United States Rubber Co.	Eligible	Eligible
5DV9994	4515 Columbine St.	Gonzalez Residence	Eligible	Eligible
5DV9996	4653 Columbine St.	Tomas/Eagan Residence	Eligible	Eligible
5DV10003	4450 Cook St.	Vasquez Residence	Eligible	Eligible
5DV10013	4446 Fillmore St.	Guereca/Perez Residence	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV10014	4453 Fillmore St.	Tenenbaum Residence	Eligible	Eligible
5DV10034	4668 High St.	Ponce Residence	Eligible	Eligible
5DV10040	4695 High St.	Garcia Residence	Eligible	Eligible
5DV10047	4701 Jackson St.	Core Power Construction/Buckley JD Inc.-Buckley Explosives of Wyoming	Eligible	Eligible
5DV10058	4707 Josephine St.	Huffman Residence	Eligible	Eligible
5DV10065	4461 Milwaukee St.	Lopez/Hartzell Residence	Eligible	Eligible
5DV10085	4662-4664 Williams St.	Allen Investment Group, Inc./Kretschmar Residence	Eligible	Eligible
5DV10086	4401 Race.	WG Pigg & Son Warehouse	Not Eligible	Not Eligible
5DV10124	4459 Thompson Ct.	Clay II LLC/Rosthan Residence	Eligible	Eligible
5DV10135	4679 Vine St.	Abrams/Loretto Residence	Eligible	Eligible
5DV11320	4630 Washington St.	Den-Col	N/A	Not Eligible
5DV11321	4530 Clayton St.	N/A	N/A	Not Eligible
5DV11322	4532 Clayton St.	N/A	N/A	Not Eligible

Notes:

N/A – Not Applicable

**Table 3: Eligibility Determinations of Resources within Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV5149	4690 Clayton St.	Avila/Procopio Residence	Contributing	Contributing
5DV9682	4600 Clayton St.	Casillas/Rosenberg Residence	Contributing	Contributing
5DV9683	4601 Clayton St.	Luchetta/Lyells Residence	Contributing	Contributing
5DV9684	4610 Clayton St.	Ramirez/Leaf Residence	Contributing	Contributing
5DV9685	4611 Clayton St.	Dady/Leaf Residence	Contributing	Contributing
5DV9686	4620 Clayton St.	Gonzalez-Cruz/Joachim Residence	Contributing	Contributing
5DV9687	4621 Clayton St.	Ortiz/Lucas Residence	Contributing	Contributing
5DV9688	4630 Clayton St.	Contreras/Showalter Residence	Contributing	Contributing
5DV9689	4631 Clayton St.	Chaires/Hogle Residence	Contributing	Contributing
5DV9690	4640 Clayton St.	Gorniak/Butcher Residence	Contributing	Contributing
5DV9691	4641 Clayton St.	AdamsClock LLC/Huttenhow Residence	Contributing	Contributing
5DV9692	4651 Clayton St.	Portales/Sullivan Residence	Contributing	Contributing
5DV9693	4661 Clayton St.	Portales/Hull Residence	Contributing	Contributing
5DV9694	4664 Clayton St.	Kouremenos/Clemman Residence	Contributing	Contributing
5DV9726	4610 Fillmore St.	Fletcher/Taylor Residence	Contributing	Contributing
5DV9727	4615 Fillmore St.	Fusco/Wilson Residence	Contributing	Contributing

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9728	4620 Fillmore St.	Mary Santa Cruz Trust/Wilson Residence	Contributing	Contributing
5DV9730	4630 Fillmore St.	Villarreal/Murray Residence	Contributing	Contributing
5DV9731	4635 Fillmore St.	Almendarez/Schuele Residence	Contributing	Contributing
5DV9732	4640 Fillmore St.	Almendarez/Huttenhow Residence	Contributing	Contributing
5DV9733	4645 Fillmore St.	Fuentes/Steidley Residence	Contributing	Contributing
5DV9734	4655 Fillmore St.	Baquero/Lambeau Residence	Contributing	Contributing
5DV9980	4670 Clayton St.	Villa/Crocker Residence	Contributing	Contributing
5DV9981	4671 Clayton St.	Rodriguez/Wayslow Residence	Contributing	Contributing
5DV9982	4680 Clayton St.	Arevalo/Williams Residence	Contributing	Contributing
5DV9983	4681 Clayton St.	Glasgow/Hinkley Residence	Contributing	Contributing
5DV9984	4685 Clayton St.	De La Cruz Flores/Callahan Residence	Contributing	Contributing
5DV9987	4694 Clayton St.	Villarreal/Kesson Residence	Contributing	Contributing
5DV10016	4650 Fillmore St.	Singer Trust/Linbery Residence	Contributing	Contributing
5DV10018	4665 Fillmore St.	Mares/Austin Residence	Contributing	Contributing
5DV10019	4670 Fillmore St.	Elliot/Rusch Residence	Contributing	Contributing
5DV10020	4675 Fillmore St.	Fusco/Moore Residence	Contributing	Contributing
5DV10022	4695 Fillmore St.	Salbenblatt/Scuddel Residence	Contributing	Contributing
5DV10023	4701 Fillmore St.	Almendariz/Rayburn Residence	Contributing	Contributing
5DV10097	4700 St. Paul Ct.	Hernandez/Miller Residence	Contributing	Contributing
5DV10098	4701 St. Paul Ct.	Simental de Garcia/Weber Residence	Contributing	Contributing
5DV10099	4705 St. Paul Ct.	Arrieta/France Residence	Contributing	Contributing
5DV10100	4710 St. Paul Ct.	Chacon/Fulton Residence	Contributing	Contributing
5DV10101	4715 St. Paul Ct.	Ruiz-A/Getty Residence	Contributing	Contributing
5DV10102	4720 St. Paul Ct.	Ornelas/Furns Residence	Contributing	Contributing
5DV10104	4730 St. Paul Ct.	Romero/Watts Residence	Contributing	Contributing
5DV10105	4735 St. Paul Ct.	Calderon/Bassett Residence	Contributing	Contributing
5DV10106	4740 St. Paul Ct.	Rodarte Family Trust/Goolsby Residence	Contributing	Contributing
5DV10108	4750 St. Paul Ct.	Velasquez/Hergert Residence	Contributing	Contributing
5DV10110	4760 St. Paul Ct.	Montelongo/Bundick Residence	Contributing	Contributing
5DV10112	4770 St. Paul Ct.	Montoya/Desilets Residence	Contributing	Contributing
5DV10115	4785 St. Paul Ct.	Galvan/Elmore Residence	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10116	4790 St. Paul Ct.	Montoya/McFaddin Residence	Contributing	Contributing
5DV10469	4650 Clayton St.	Pacheco/Aggus Residence	N/A	Contributing

Notes:

N/A – Not Applicable

**Table 4: Eligibility Determinations of Resources within National Western Historic District (5DV10050)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV3815	1325 E. 46 <sup>th</sup> Ave.	National Western Stadium Arena	Contributing	Contributing
5DV7058	N/A	I-70 Bridge over 46 <sup>th</sup> Ave. E-17-CJ	Field Not Eligible	Contributing
5DV9163	4701 Marion St.	Live Stock Exchange Building	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV9282/5 DV9162	1300 E.46th Ave.	Denver Coliseum	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10059	4699 Marion St.	K-M Building Café/ National Western Stock Show Coffee Shop	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10081	4701 Packing House Rd.	Neorama Property	Contributing	Contributing
5DV10082	4747 National Western Dr.	McConnell Welders	Contributing	Contributing
5DV10447	1325 E. 46 <sup>th</sup> Ave.	Livestock Bridge and Flyover	Contributing	Contributing

Notes:

N/A – Not Applicable

The Section 106 eligibility determinations are being forwarded concurrently to Mr. Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. As an organization with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 6 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
for Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, Project Manager, CDOT Region 6  
Pinyon Environmental, Inc.

Attachments: Cultural Resource Survey Forms

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



April 26, 2013

Ms. Annie Levinsky, Executive Director  
Historic Denver, Inc.  
1420 Ogden St., Suite 202  
Denver, CO 80218

**SUBJECT:** Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental  
Impact Statement Re-evaluation, Denver County and Adams County (CHS  
#41831)

Dear Ms. Levinsky:

This letter and attached documents constitute a request for comments on Determinations of National Register of Historic Places (NRHP) and State Register of Historic Places (SRHP) Eligibility for the project referenced above. The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify potential highway improvements along Interstate 70 (I-70) in the Denver metropolitan area between Interstate 25 (I-25) and Tower Road and to assess their potential effects on the human and natural environment.

Analysis began in June 2003 as part of the I-70 East Corridor EIS. A Draft EIS was published in November of 2008. As of a consultation meeting held March 2, 2009, CDOT decided to conduct the Section 106 consultation independently of the NEPA process. This decision was outlined in the determinations of eligibility published in January 2010. Since more than four years have passed since the 2008 Draft EIS was initially published, many federal and state regulations and requirements have changed. Additional analysis and public involvement efforts were performed to determine the validity of the alternatives that were considered reasonable alternatives in the Draft EIS. Based on public comments, the additional analysis, and the collaborative process brought about by the Preferred Alternative Collaborative Team (PACT), the project team determined that the Realignment Alternatives are no longer reasonable. Consequently, a new alternative option was designed to address the public concerns and incorporate their comments. Due to the changes in the alternatives, outdated census data, and new federal and state laws and regulations, the analysis in the 2008 Draft EIS was revisited and CDOT and FHWA will publish a Supplemental Draft EIS in summer 2013.

As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor as well as evaluating those properties constructed in 1965 or earlier that were not previously surveyed. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS. The potential effects to historic properties will be evaluated using updated designs for the alternatives



studied in the 2008 DIES and Supplemental Draft EIS. This correspondence only relates to eligibility determinations. Correspondence relating to effects determinations will be provided at a later date. Dianna Litvak, Jennifer Wahlers, and Liz Walker of Pinyon Environmental, Inc. (Pinyon), completed the cultural resources documentation and eligibility determinations in 2012-2013.

### **Project Description**

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

### **Area of Potential Effects**

A revised Area of Potential Effects (APE) was submitted to the State Historic Preservation Officer (SHPO) in correspondence dated December 27, 2012. In a response dated January 4, 2013, SHPO concurred with the recommended APE. Responses were also received from Historic Denver Inc., Denver Landmark Preservation, and Fairmount Heritage Foundation, in the capacity of consulting parties. No concerns or objections were raised by these consulting parties.

### **File and Assessor's Search Results**

Jen Wahlers and Liz Walker completed COMPASS and assessor searches of the revised APE. The COMPASS search identified:

- 117 resources noted as officially individually eligible, supporting segments of a linear resource, or contributing to an historic district located within the APE. These resources were surveyed as part of the original Draft EIS. Upon review of project correspondence with SHPO connected to the Draft EIS, it was found that several of the resources listed as eligible or contributing in COMPASS were actually determined officially not eligible per correspondence dated September 19, 2007.
- Three resources noted as "needs data" or lacking an official determination. Upon further review of the September 19, 2007, correspondence with SHPO, two of these resources were determined officially not eligible but were incorrectly entered into COMPASS. Only one of these resources (5DV9468) was actually "needs data."
- Three resources were entered in COMPASS as officially not eligible when in fact they were determined officially eligible per the same SHPO correspondence.
- Four districts that were previously identified in the APE and determined officially eligible: the National Western District (5DV10050), the Safeway Distribution Center (5DV9232), the Alfred R. Wessel Historic District (5DV10126), and Riverside Cemetery (5AM125).
- Six previously surveyed linear resources were located in the revised APE.

The resources with conflicting COMPASS entries are listed in the table below (Table 1).

**Table 1: Inaccurate COMPASS Entries**

Site Number	Resource Name	COMPASS Eligibility Listing	Actual Eligibility Determination per SHPO correspondence dated 9/19/07
5DV9676	Pasillas Residence	Eligible- Officially	Not Eligible
5DV9687	Ortiz/Lucas Residence	Needs-Data Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV9699	Limon Residence	Eligible-Officially	Not Eligible
5DV9712	Foiani Residence	Eligible- Officially	Not Eligible
5DV9715	Torres Residence	Eligible-Officially	Not Eligible
5DV9721	Valles Residence	Eligible- Officially	Not Eligible
5DV9757	Quinonez Residence	Eligible-Officially	Not Eligible
5DV9763	Jaszczyk Residence	Eligible- Officially	Not Eligible
5DV9781	Mirelez Residence	Eligible- Officially	Not Eligible
5DV9966	Yoshimura Residence	Not Eligible- Officially	Eligible
5DV10023	Almendariz/Rayburn Residence	Needs Data- Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV10040	Garcia Residence	Not Eligible- Officially	Eligible
5DV10065	Lopez/Hartzell Residence	Not Eligible- Officially	Eligible
5DV10086	WG Pigg & Son Warehouse	Needs Data- Officially	Not Eligible

The Assessor's search identified three properties that were over fifty-years old during the original I-70 East EIS study, but were inadvertently excluded from the previous survey. It also indicated one property with a building constructed between 1963 and 1965, and therefore not surveyed in the original survey effort but falling within the age range for study under the current Supplemental Draft EIS.

#### **Methodology**

Historians from Pinyon completed OAHp standard Re-visitation Forms (1405) for all resources identified in the previous survey effort and determined officially eligible or contributing to an historic district, and located within the current APE. Those resources that were incorrectly entered in COMPASS and were actually determined officially not eligible or non-contributing were not re-evaluated. After conversations with SHPO, it was determined that some of the earlier site numbers were incorrect, or the original survey forms were incomplete. Full Architectural Inventory Forms (1403) were completed for those resources when requested and the discrepancy in site numbers is noted on the new form. Full Architectural Inventory Forms were also completed for those resources that were missed during the previous survey effort, and the one property that dates between 1965 and 1963.

Under the previous survey effort, buildings within the Safeway Distribution Center Historic District (5DV9232) were recorded as separate resources with distinct site numbers. When entered into COMPASS, SHPO chose to discard the individual site numbers for each resource and record them all as features under one site number- 5DV9232. The re-visitation form completed under this survey effort followed the organization established by SHPO, using 5DV9232 and labeling all buildings within the resource boundary as features.

Two of the boundaries for the previously surveyed linear resources were augmented under this survey effort because of a slight change to the APE boundary. For those resources, which include the Union Pacific Beltline Railroad Segment (5AM2083.1) and the Chicago Burlington & Quincy Segment (5DV6247.3), full Management Data Forms (1400) and Linear Component Forms (1418) were completed to record the additional length. Although the Highline Canal is in the current APE, the proposed alternatives will have no impacts to the canal, either directly or indirectly; therefore, a re-visitation form for the resource was not completed and it is not included in this consultation.

Twenty-three bridges are located within the APE. Only 12 of those structures were built in 1965 or earlier, and only one bridge is not covered by the Section 106 Exemption for the Interstate Highway System. TranSystems completed Historic Bridge Site Forms under the latest CDOT Historic Bridge Inventory project for the bridge that requires an official eligibility determination, E-17-Z (5DV7062), which has been recommended as field not eligible. Consultation on this bridge has not yet occurred as part of that effort. The form is being submitted to obtain an official eligibility determination.

In total, 121 resources were surveyed as part of the Supplemental Draft EIS Re-evaluation effort.

#### **Eligibility Determinations for Properties Surveyed**

Tables 2, 3 and 4 summarize the eligibility recommendations for the resources re-evaluated as part of the Supplemental Draft EIS.

**Table 2: Eligibility Determinations**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5AM125	5201 Brighton Blvd.	Riverside Cemetery	Listed	Listed
5AM1298.2	N/A	Market Street Railroad/Chicago Burlington & Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5AM2083.1	N/A	Union Pacific Beltline Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV1172	4673 Josephine St.	Hovan/Pazola Residence	Eligible	Eligible
5DV1247	4681-4683 Baldwin Ct.	Kosik Residence	Eligible	Eligible
5DV5623	4696 Josephine St.	Lovato Residence	Eligible	Eligible
5DV5677	4632 Josephine St	Miranda/Taylor Residence	Eligible	Eligible
5DV6247.3	N/A	Chicago, Burlington and Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV6248.4	N/A	Union Pacific Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7048.2	N/A	Rocky Mountain Arsenal Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7062	N/A	UPRR Bridge over 46 <sup>th</sup> Ave. E-17-Z	Field Not Eligible	Not Eligible
5DV7130	2615 East 46th Ave.	Colonial Manor Tourist Court	Eligible	Eligible
5DV9227	3600 E. 48th Ave.	Tri-R Recycling	Eligible	Eligible
5DV9231	4300 Holly St.	Univar	Eligible	Eligible
5DV9232	4200 E. 46th Ave.	Safeway Distribution Center	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9245	2151 E. 45th Ave.	Ralston- Purina Plant/ Nestle Purina Petcare Company	Eligible	Eligible
5DV9468	4502 Wynkoop St.	Reed Mill & Lumber Col.	Needs Data	Not Eligible
5DV9655	2381 E. 46th Ave.	Sanchez Residence	Eligible	Eligible
5DV9660	4656 Baldwin Ct.	Torres Residence	Eligible	Eligible
5DV9667	4637 Claude Ct.	Brown-Alarid Residence	Eligible	Eligible
5DV9668	4639 Claude Ct.	Toth/Kelly Residence	Eligible	Eligible
5DV9678	4539 Clayton St.	Rodriguez Residence	Eligible	Eligible
5DV9679	4541 Clayton St.	4541 Clayton LLC Residence	Eligible	Eligible
5DV9705	4631 Columbine St.	Castorena/Braswell Residence	Eligible	Eligible
5DV9706	4633 Columbine St.	Pavon Residence	Eligible	Eligible
5DV9714	4503 Fillmore St.	Olive Street LLC Residence	Eligible	Eligible
5DV9735	4618 High St.	Rudy/Bernal Residence	Eligible	Eligible
5DV9742	4502 Josephine St.	Langenberg Residence	Eligible	Eligible
5DV9745	4529 Josephine St.	Kenworthy/Wyckoff Residence	Eligible	Eligible
5DV9746	4608 Columbine St.	Portales Residence	Eligible	Eligible
5DV9748	4628 Josephine St.	Chavez Residence	Eligible	Eligible
5DV9751	4647 Josephine St.	Waggoner Residence	Eligible	Eligible
5DV9753	4651 Josephine St.	James Residence	Eligible	Eligible
5DV9761	4681 Josephine St.	Krutzler/Barajas Residence	Eligible	Eligible
5DV9762	4682 Josephine St.	Geo Trust/Araujo Residence	Eligible	Eligible
5DV9780	4617-4625 Race St.	Garcia Residence	Eligible	Eligible
5DV9787	4623-4625 Thompson Ct.	Portales Residence/Windsor Artesian Water Company	Eligible	Eligible
5DV9795	4645 Williams St.	Adams Clock LLC/Mann Residence	Eligible	Eligible
5DV9801	4600 York St.	Stop-N-Shop Food Store	Eligible	Eligible
5DV9805	1630-32 E. 47th Ave.	E. G. Trading Post Business	Eligible	Eligible
5DV9821	4645 Franklin St.	The Security Realty Company Property	Eligible	Not Eligible
5DV9823	4675 Williams Street	Miller Residence	Eligible	Eligible
5DV9828	4665-69 Williams St.	Herzberg Property	Eligible	Eligible
5DV9966	4450 Adams St.	Yoshimura Residence	Eligible	Eligible
5DV9968	4460 Adams St.	McGee Residence	Eligible	Eligible
5DV9988	4715 Colorado Blvd.	General Motors Corporation-Goalie Construction	Eligible	Eligible
5DV9989	4800 Colorado Blvd.	4800 Colorado LLC/United States Rubber Co.	Eligible	Eligible
5DV9994	4515 Columbine St.	Gonzalez Residence	Eligible	Eligible
5DV9996	4653 Columbine St.	Tomas/Eagan Residence	Eligible	Eligible
5DV10003	4450 Cook St.	Vasquez Residence	Eligible	Eligible
5DV10013	4446 Fillmore St.	Guereca/Perez Residence	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV10014	4453 Fillmore St.	Tenenbaum Residence	Eligible	Eligible
5DV10034	4668 High St.	Ponce Residence	Eligible	Eligible
5DV10040	4695 High St.	Garcia Residence	Eligible	Eligible
5DV10047	4701 Jackson St.	Core Power Construction/Buckley JD Inc.- Buckley Explosives of Wyoming	Eligible	Eligible
5DV10058	4707 Josephine St.	Huffman Residence	Eligible	Eligible
5DV10065	4461 Milwaukee St.	Lopez/Hartzell Residence	Eligible	Eligible
5DV10085	4662-4664 Williams St.	Allen Investment Group, Inc./Kretschmar Residence	Eligible	Eligible
5DV10086	4401 Race.	WG Pigg & Son Warehouse	Not Eligible	Not Eligible
5DV10124	4459 Thompson Ct.	Clay II LLC/Rosthan Residence	Eligible	Eligible
5DV10135	4679 Vine St.	Abrams/Loretto Residence	Eligible	Eligible
5DV11320	4630 Washington St.	Den-Col	N/A	Not Eligible
5DV11321	4530 Clayton St.	N/A	N/A	Not Eligible
5DV11322	4532 Clayton St.	N/A	N/A	Not Eligible

Notes:

N/A – Not Applicable

**Table 3: Eligibility Determinations of Resources within Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV5149	4690 Clayton St.	Avila/Procopio Residence	Contributing	Contributing
5DV9682	4600 Clayton St.	Casillas/Rosenberg Residence	Contributing	Contributing
5DV9683	4601 Clayton St.	Luchetta/Lyells Residence	Contributing	Contributing
5DV9684	4610 Clayton St.	Ramirez/Leaf Residence	Contributing	Contributing
5DV9685	4611 Clayton St.	Dady/Leaf Residence	Contributing	Contributing
5DV9686	4620 Clayton St.	Gonzalez-Cruz/Joachim Residence	Contributing	Contributing
5DV9687	4621 Clayton St.	Ortiz/Lucas Residence	Contributing	Contributing
5DV9688	4630 Clayton St.	Contreras/Showalter Residence	Contributing	Contributing
5DV9689	4631 Clayton St.	Chaires/Hogle Residence	Contributing	Contributing
5DV9690	4640 Clayton St.	Gorniak/Butcher Residence	Contributing	Contributing
5DV9691	4641 Clayton St.	AdamsClock LLC/Huttenhow Residence	Contributing	Contributing
5DV9692	4651 Clayton St.	Portales/Sullivan Residence	Contributing	Contributing
5DV9693	4661 Clayton St.	Portales/Hull Residence	Contributing	Contributing
5DV9694	4664 Clayton St.	Kouremenos/Clemman Residence	Contributing	Contributing
5DV9726	4610 Fillmore St.	Fletcher/Taylor Residence	Contributing	Contributing
5DV9727	4615 Fillmore St.	Fusco/Wilson Residence	Contributing	Contributing



Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9728	4620 Fillmore St.	Mary Santa Cruz Trust/Wilson Residence	Contributing	Contributing
5DV9730	4630 Fillmore St.	Villarreal/Murray Residence	Contributing	Contributing
5DV9731	4635 Fillmore St.	Almendarez/Schuele Residence	Contributing	Contributing
5DV9732	4640 Fillmore St.	Almendarez/Huttenhow Residence	Contributing	Contributing
5DV9733	4645 Fillmore St.	Fuentes/Steidley Residence	Contributing	Contributing
5DV9734	4655 Fillmore St.	Baquero/Lambeau Residence	Contributing	Contributing
5DV9980	4670 Clayton St.	Villa/Crocker Residence	Contributing	Contributing
5DV9981	4671 Clayton St.	Rodriguez/Wayslow Residence	Contributing	Contributing
5DV9982	4680 Clayton St.	Arevalo/Williams Residence	Contributing	Contributing
5DV9983	4681 Clayton St.	Glasgow/Hinkley Residence	Contributing	Contributing
5DV9984	4685 Clayton St.	De La Cruz Flores/Callahan Residence	Contributing	Contributing
5DV9987	4694 Clayton St.	Villarreal/Kesson Residence	Contributing	Contributing
5DV10016	4650 Fillmore St.	Singer Trust/Linbery Residence	Contributing	Contributing
5DV10018	4665 Fillmore St.	Mares/Austin Residence	Contributing	Contributing
5DV10019	4670 Fillmore St.	Elliot/Rusch Residence	Contributing	Contributing
5DV10020	4675 Fillmore St.	Fusco/Moore Residence	Contributing	Contributing
5DV10022	4695 Fillmore St.	Salbenblatt/Scuddel Residence	Contributing	Contributing
5DV10023	4701 Fillmore St.	Almendariz/Rayburn Residence	Contributing	Contributing
5DV10097	4700 St. Paul Ct.	Hernandez/Miller Residence	Contributing	Contributing
5DV10098	4701 St. Paul Ct.	Simental de Garcia/Weber Residence	Contributing	Contributing
5DV10099	4705 St. Paul Ct.	Arrieta/France Residence	Contributing	Contributing
5DV10100	4710 St. Paul Ct.	Chacon/Fulton Residence	Contributing	Contributing
5DV10101	4715 St. Paul Ct.	Ruiz-A/Getty Residence	Contributing	Contributing
5DV10102	4720 St. Paul Ct.	Ornelas/Furns Residence	Contributing	Contributing
5DV10104	4730 St. Paul Ct.	Romero/Watts Residence	Contributing	Contributing
5DV10105	4735 St. Paul Ct.	Calderon/Bassett Residence	Contributing	Contributing
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Notes:

N/A – Not Applicable

**Table 4: Eligibility Determinations of Resources within National Western Historic District (5DV10050)**

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5DV7058	N/A	I-70 Bridge over 46 <sup>th</sup> Ave. E-17-CJ	Field Not Eligible	Contributing
5DV9163	4701 Marion St.	Live Stock Exchange Building	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV9282/5 DV9162	1300 E.46th Ave.	Denver Coliseum	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10059	4699 Marion St.	K-M Building Café/ National Western Stock Show Coffee Shop	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10081	4701 Packing House Rd.	Neorama Property	Contributing	Contributing
5DV10082	4747 National Western Dr.	McConnell Welders	Contributing	Contributing
5DV10447	1325 E. 46 <sup>th</sup> Ave.	Livestock Bridge and Flyover	Contributing	Contributing

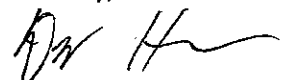
Notes:

N/A – Not Applicable

The Section 106 eligibility determinations are being forwarded concurrently to Mr. Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. As an organization with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 6 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,

  
fo Elizabeth Kemp-Herrera

Region 6 Planning and Environmental Manager

cc: Kirk Webb, Project Manager, CDOT Region 6  
Pinyon Environmental, Inc.

Attachments: Cultural Resource Survey Forms

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental  
2000 South Holly Street  
Denver, CO 80222  
(303) 757-9385  
(303) 757-9036 FAX



April 26, 2013

Ms. Savannah Jameson  
Denver Planning Services  
Denver Landmark Preservation Commission  
201 W. Colfax Ave., Dept. 205  
Denver, CO 80202

**SUBJECT:** Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental  
Impact Statement Re-evaluation, Denver County and Adams County (CHS  
#41831)

Dear Ms. Jameson:

This letter and attached documents constitute a request for comments on Determinations of National Register of Historic Places (NRHP) and State Register of Historic Places (SRHP) Eligibility for the project referenced above. The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify potential highway improvements along Interstate 70 (I-70) in the Denver metropolitan area between Interstate 25 (I-25) and Tower Road and to assess their potential effects on the human and natural environment.

Analysis began in June 2003 as part of the I-70 East Corridor EIS. A Draft EIS was published in November of 2008. As of a consultation meeting held March 2, 2009, CDOT decided to conduct the Section 106 consultation independently of the NEPA process. This decision was outlined in the determinations of eligibility published in January 2010. Since more than four years have passed since the 2008 Draft EIS was initially published, many federal and state regulations and requirements have changed. Additional analysis and public involvement efforts were performed to determine the validity of the alternatives that were considered reasonable alternatives in the Draft EIS. Based on public comments, the additional analysis, and the collaborative process brought about by the Preferred Alternative Collaborative Team (PACT), the project team determined that the Realignment Alternatives are no longer reasonable. Consequently, a new alternative option was designed to address the public concerns and incorporate their comments. Due to the changes in the alternatives, outdated census data, and new federal and state laws and regulations, the analysis in the 2008 Draft EIS was revisited and CDOT and FHWA will publish a Supplemental Draft EIS in summer 2013.

As part of this process, CDOT is re-evaluating the historic significance of eligible and listed properties within the corridor as well as evaluating those properties constructed in 1965 or earlier that were not previously surveyed. Properties constructed after 1965 may be surveyed in conjunction with the Final EIS.

The potential effects to historic properties will be evaluated using updated designs for the alternatives studied in the 2008 DIES and Supplemental Draft EIS. This correspondence only relates to eligibility determinations. Correspondence relating to effects determinations will be provided at a later date. Dianna Litvak, Jennifer Wahlers, and Liz Walker of Pinyon Environmental, Inc. (Pinyon), completed the cultural resources documentation and eligibility determinations in 2012-2013.

### **Project Description**

Currently, I-70 between I-25 and Tower Road is one of the most congested and heavily traveled highway corridors in the state. The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. In addition, the I-70 viaduct is nearing the end of its expected lifetime. CDOT recently finished repairs on the viaduct, but the repairs will only extend the life of the structure by 15 to 20 years. After that, any major repairs on the structure will be cost prohibitive; therefore, it is critical to make a decision on replacing the structure to address safety issues and future traffic demand.

### **Area of Potential Effects**

A revised Area of Potential Effects (APE) was submitted to the State Historic Preservation Officer (SHPO) in correspondence dated December 27, 2012. In a response dated January 4, 2013, SHPO concurred with the recommended APE. Responses were also received from Historic Denver Inc., Denver Landmark Preservation, and Fairmount Heritage Foundation, in the capacity of consulting parties. No concerns or objections were raised by these consulting parties.

### **File and Assessor's Search Results**

Jen Wahlers and Liz Walker completed COMPASS and assessor searches of the revised APE. The COMPASS search identified:

- 117 resources noted as officially individually eligible, supporting segments of a linear resource, or contributing to an historic district located within the APE. These resources were surveyed as part of the original Draft EIS. Upon review of project correspondence with SHPO connected to the Draft EIS, it was found that several of the resources listed as eligible or contributing in COMPASS were actually determined officially not eligible per correspondence dated September 19, 2007.
- Three resources noted as "needs data" or lacking an official determination. Upon further review of the September 19, 2007, correspondence with SHPO, two of these resources were determined officially not eligible but were incorrectly entered into COMPASS. Only one of these resources (5DV9468) was actually "needs data."
- Three resources were entered in COMPASS as officially not eligible when in fact they were determined officially eligible per the same SHPO correspondence.
- Four districts that were previously identified in the APE and determined officially eligible: the National Western District (5DV10050), the Safeway Distribution Center (5DV9232), the Alfred R. Wessel Historic District (5DV10126), and Riverside Cemetery (5AM125).
- Six previously surveyed linear resources were located in the revised APE.

The resources with conflicting COMPASS entries are listed in the table below (Table 1).

**Table 1: Inaccurate COMPASS Entries**

<b>Site Number</b>	<b>Resource Name</b>	<b>COMPASS Eligibility Listing</b>	<b>Actual Eligibility Determination per SHPO correspondence dated 9/19/07</b>
5DV9676	Pasillas Residence	Eligible- Officially	Not Eligible
5DV9687	Ortiz/Lucas Residence	Needs-Data Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV9699	Limon Residence	Eligible-Officially	Not Eligible
5DV9712	Foiani Residence	Eligible- Officially	Not Eligible
5DV9715	Torres Residence	Eligible-Officially	Not Eligible
5DV9721	Valles Residence	Eligible- Officially	Not Eligible
5DV9757	Quinonez Residence	Eligible-Officially	Not Eligible
5DV9763	Jaszczyk Residence	Eligible- Officially	Not Eligible
5DV9781	Mirelez Residence	Eligible- Officially	Not Eligible
5DV9966	Yoshimura Residence	Not Eligible- Officially	Eligible
5DV10023	Almendariz/Rayburn Residence	Needs Data- Officially	Contributing to Alfred R. Wessel Historic District (5DV10126)
5DV10040	Garcia Residence	Not Eligible- Officially	Eligible
5DV10065	Lopez/Hartzell Residence	Not Eligible- Officially	Eligible
5DV10086	WG Pigg & Son Warehouse	Needs Data- Officially	Not Eligible

The Assessor's search identified three properties that were over fifty-years old during the original I-70 East EIS study, but were inadvertently excluded from the previous survey. It also indicated one property with a building constructed between 1963 and 1965, and therefore not surveyed in the original survey effort but falling within the age range for study under the current Supplemental Draft EIS.

#### **Methodology**

Historians from Pinyon completed OAHp standard Re-visitation Forms (1405) for all resources identified in the previous survey effort and determined officially eligible or contributing to an historic district, and located within the current APE. Those resources that were incorrectly entered in COMPASS and were actually determined officially not eligible or non-contributing were not re-evaluated. After conversations with SHPO, it was determined that some of the earlier site numbers were incorrect, or the original survey forms were incomplete. Full Architectural Inventory Forms (1403) were completed for those resources when requested and the discrepancy in site numbers is noted on the new form. Full Architectural Inventory Forms were also completed for those resources that were missed during the previous survey effort, and the one property that dates between 1965 and 1963.

Under the previous survey effort, buildings within the Safeway Distribution Center Historic District (5DV9232) were recorded as separate resources with distinct site numbers. When entered into COMPASS, SHPO chose to discard the individual site numbers for each resource and record them all as features under one site number- 5DV9232. The re-visitation form completed under this survey effort followed the organization established by SHPO, using 5DV9232 and labeling all buildings within the resource boundary as features.



Two of the boundaries for the previously surveyed linear resources were augmented under this survey effort because of a slight change to the APE boundary. For those resources, which include the Union Pacific Beltline Railroad Segment (5AM2083.1) and the Chicago Burlington & Quincy Segment (5DV6247.3), full Management Data Forms (1400) and Linear Component Forms (1418) were completed to record the additional length. Although the Highline Canal is in the current APE, the proposed alternatives will have no impacts to the canal, either directly or indirectly; therefore, a re-visitation form for the resource was not completed and it is not included in this consultation.

Twenty-three bridges are located within the APE. Only 12 of those structures were built in 1965 or earlier, and only one bridge is not covered by the Section 106 Exemption for the Interstate Highway System. TranSystems completed Historic Bridge Site Forms under the latest CDOT Historic Bridge Inventory project for the bridge that requires an official eligibility determination, E-17-Z (5DV7062), which has been recommended as field not eligible. Consultation on this bridge has not yet occurred as part of that effort. The form is being submitted to obtain an official eligibility determination.

In total, 121 resources were surveyed as part of the Supplemental Draft EIS Re-evaluation effort.

#### **Eligibility Determinations for Properties Surveyed**

Tables 2, 3 and 4 summarize the eligibility recommendations for the resources re-evaluated as part of the Supplemental Draft EIS.

**Table 2: Eligibility Determinations**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5AM125	5201 Brighton Blvd.	Riverside Cemetery	Listed	Listed
5AM1298.2	N/A	Market Street Railroad/Chicago Burlington & Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5AM2083.1	N/A	Union Pacific Beltline Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV1172	4673 Josephine St.	Hovan/Pazola Residence	Eligible	Eligible
5DV1247	4681-4683 Baldwin Ct.	Kosik Residence	Eligible	Eligible
5DV5623	4696 Josephine St.	Lovato Residence	Eligible	Eligible
5DV5677	4632 Josephine St	Miranda/Taylor Residence	Eligible	Eligible
5DV6247.3	N/A	Chicago, Burlington and Quincy Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV6248.4	N/A	Union Pacific Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7048.2	N/A	Rocky Mountain Arsenal Railroad Segment	Eligible-Supporting	Eligible-Supporting
5DV7062	N/A	UPRR Bridge over 46 <sup>th</sup> Ave. E-17-Z	Field Not Eligible	Not Eligible
5DV7130	2615 East 46th Ave.	Colonial Manor Tourist Court	Eligible	Eligible
5DV9227	3600 E. 48th Ave.	Tri-R Recycling	Eligible	Eligible
5DV9231	4300 Holly St.	Univar	Eligible	Eligible
5DV9232	4200 E. 46th Ave.	Safeway Distribution Center	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9245	2151 E. 45th Ave.	Ralston- Purina Plant/ Nestle Purina Petcare Company	Eligible	Eligible
5DV9468	4502 Wynkoop St.	Reed Mill & Lumber Co.	Needs Data	Not Eligible
5DV9655	2381 E. 46th Ave.	Sanchez Residence	Eligible	Eligible
5DV9660	4656 Baldwin Ct	Torres Residence	Eligible	Eligible
5DV9667	4637 Claude Ct.	Brown-Alarid Residence	Eligible	Eligible
5DV9668	4639 Claude Ct.	Toth/Kelly Residence	Eligible	Eligible
5DV9678	4539 Clayton St.	Rodriguez Residence	Eligible	Eligible
5DV9679	4541 Clayton St.	4541 Clayton LLC Residence	Eligible	Eligible
5DV9705	4631 Columbine St.	Castorena/Braswell Residence	Eligible	Eligible
5DV9706	4633 Columbine St.	Pavon Residence	Eligible	Eligible
5DV9714	4503 Fillmore St.	Olive Street LLC Residence	Eligible	Eligible
5DV9735	4618 High St.	Rudy/Bernal Residence	Eligible	Eligible
5DV9742	4502 Josephine St.	Langenberg Residence	Eligible	Eligible
5DV9745	4529 Josephine St.	Kenworthy/Wyckoff Residence	Eligible	Eligible
5DV9746	4608 Columbine St.	Portales Residence	Eligible	Eligible
5DV9748	4628 Josephine St.	Chavez Residence	Eligible	Eligible
5DV9751	4647 Josephine St.	Waggoner Residence	Eligible	Eligible
5DV9753	4651 Josephine St.	James Residence	Eligible	Eligible
5DV9761	4681 Josephine St.	Krutzler/Barajas Residence	Eligible	Eligible
5DV9762	4682 Josephine St.	Geo Trust/Araujo Residence	Eligible	Eligible
5DV9780	4617-4625 Race St.	Garcia Residence	Eligible	Eligible
5DV9787	4623-4625 Thompson Ct.	Portales Residence/Windsor Artesian Water Company	Eligible	Eligible
5DV9795	4645 Williams St.	Adams Clock LLC/Mann Residence	Eligible	Eligible
5DV9801	4600 York St.	Stop-N-Shop Food Store	Eligible	Eligible
5DV9805	1630-32 E. 47th Ave.	E. G. Trading Post Business	Eligible	Eligible
5DV9821	4645 Franklin St.	The Security Realty Company Property	Eligible	Not Eligible
5DV9823	4675 Williams Street	Miller Residence	Eligible	Eligible
5DV9828	4665-69 Williams St.	Herzberg Property	Eligible	Eligible
5DV9966	4450 Adams St.	Yoshimura Residence	Eligible	Eligible
5DV9968	4460 Adams St.	McGee Residence	Eligible	Eligible
5DV9988	4715 Colorado Blvd.	General Motors Corporation-Goalie Construction	Eligible	Eligible
5DV9989	4800 Colorado Blvd.	4800 Colorado LLC/United States Rubber Co.	Eligible	Eligible
5DV9994	4515 Columbine St.	Gonzalez Residence	Eligible	Eligible
5DV9996	4653 Columbine St.	Tomas/Eagan Residence	Eligible	Eligible
5DV10003	4450 Cook St.	Vasquez Residence	Eligible	Eligible
5DV10013	4446 Fillmore St.	Guereca/Perez Residence	Eligible	Eligible

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV10014	4453 Fillmore St.	Tenenbaum Residence	Eligible	Eligible
5DV10034	4668 High St.	Ponce Residence	Eligible	Eligible
5DV10040	4695 High St.	Garcia Residence	Eligible	Eligible
5DV10047	4701 Jackson St.	Core Power Construction/Buckley JD Inc.- Buckley Explosives of Wyoming	Eligible	Eligible
5DV10058	4707 Josephine St.	Huffman Residence	Eligible	Eligible
5DV10065	4461 Milwaukee St.	Lopez/Hartzell Residence	Eligible	Eligible
5DV10085	4662-4664 Williams St.	Allen Investment Group, Inc./Kretschmar Residence	Eligible	Eligible
5DV10086	4401 Race.	WG Pigg & Son Warehouse	Not Eligible	Not Eligible
5DV10124	4459 Thompson Ct.	Clay II LLC/Rosthan Residence	Eligible	Eligible
5DV10135	4679 Vine St.	Abrams/Loretto Residence	Eligible	Eligible
5DV11320	4630 Washington St.	Den-Col	N/A	Not Eligible
5DV11321	4530 Clayton St.	N/A	N/A	Not Eligible
5DV11322	4532 Clayton St.	N/A	N/A	Not Eligible

Notes:

N/A – Not Applicable

**Table 3: Eligibility Determinations of Resources within Alfred R. Wessel Historic District (5DV10126)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV5149	4690 Clayton St.	Avila/Procopio Residence	Contributing	Contributing
5DV9682	4600 Clayton St.	Casillas/Rosenberg Residence	Contributing	Contributing
5DV9683	4601 Clayton St.	Luchetta/Lyells Residence	Contributing	Contributing
5DV9684	4610 Clayton St.	Ramirez/Leaf Residence	Contributing	Contributing
5DV9685	4611 Clayton St.	Dady/Leaf Residence	Contributing	Contributing
5DV9686	4620 Clayton St.	Gonzalez-Cruz/Joachim Residence	Contributing	Contributing
5DV9687	4621 Clayton St.	Ortiz/Lucas Residence	Contributing	Contributing
5DV9688	4630 Clayton St.	Contreras/Showalter Residence	Contributing	Contributing
5DV9689	4631 Clayton St.	Chaires/Hogle Residence	Contributing	Contributing
5DV9690	4640 Clayton St.	Gorniak/Butcher Residence	Contributing	Contributing
5DV9691	4641 Clayton St.	AdamsClock LLC/Huttenhow Residence	Contributing	Contributing
5DV9692	4651 Clayton St.	Portales/Sullivan Residence	Contributing	Contributing
5DV9693	4661 Clayton St.	Portales/Hull Residence	Contributing	Contributing
5DV9694	4664 Clayton St.	Kouremenos/Clemman Residence	Contributing	Contributing
5DV9726	4610 Fillmore St.	Fletcher/Taylor Residence	Contributing	Contributing
5DV9727	4615 Fillmore St.	Fusco/Wilson Residence	Contributing	Contributing

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV9728	4620 Fillmore St.	Mary Santa Cruz Trust/Wilson Residence	Contributing	Contributing
5DV9730	4630 Fillmore St.	Villarreal/Murray Residence	Contributing	Contributing
5DV9731	4635 Fillmore St.	Almendarez/Schuele Residence	Contributing	Contributing
5DV9732	4640 Fillmore St.	Almendarez/Huttenhow Residence	Contributing	Contributing
5DV9733	4645 Fillmore St.	Fuentes/Steidley Residence	Contributing	Contributing
5DV9734	4655 Fillmore St.	Baquero/Lambeau Residence	Contributing	Contributing
5DV9980	4670 Clayton St.	Villa/Crocker Residence	Contributing	Contributing
5DV9981	4671 Clayton St.	Rodriguez/Wayslow Residence	Contributing	Contributing
5DV9982	4680 Clayton St.	Arevalo/Williams Residence	Contributing	Contributing
5DV9983	4681 Clayton St.	Glasgow/Hinkley Residence	Contributing	Contributing
5DV9984	4685 Clayton St.	De La Cruz Flores/Callahan Residence	Contributing	Contributing
5DV9987	4694 Clayton St.	Villarreal/Kesson Residence	Contributing	Contributing
5DV10016	4650 Fillmore St.	Singer Trust/Linbery Residence	Contributing	Contributing
5DV10018	4665 Fillmore St.	Mares/Austin Residence	Contributing	Contributing
5DV10019	4670 Fillmore St.	Elliot/Rusch Residence	Contributing	Contributing
5DV10020	4675 Fillmore St.	Fusco/Moore Residence	Contributing	Contributing
5DV10022	4695 Fillmore St.	Salbenblatt/Scuddele Residence	Contributing	Contributing
5DV10023	4701 Fillmore St.	Almendariz/Rayburn Residence	Contributing	Contributing
5DV10097	4700 St. Paul Ct.	Hernandez/Miller Residence	Contributing	Contributing
5DV10098	4701 St. Paul Ct.	Simental de Garcia/Weber Residence	Contributing	Contributing
5DV10099	4705 St. Paul Ct.	Arrieta/France Residence	Contributing	Contributing
5DV10100	4710 St. Paul Ct.	Chacon/Fulton Residence	Contributing	Contributing
5DV10101	4715 St. Paul Ct.	Ruiz-A/Getty Residence	Contributing	Contributing
5DV10102	4720 St. Paul Ct.	Ornelas/Furns Residence	Contributing	Contributing
5DV10104	4730 St. Paul Ct.	Romero/Watts Residence	Contributing	Contributing
5DV10105	4735 St. Paul Ct.	Calderon/Bassett Residence	Contributing	Contributing
5DV10106	4740 St. Paul Ct.	Rodarte Family Trust/Goolsby Residence	Contributing	Contributing
5DV10108	4750 St. Paul Ct.	Velasquez/Hergert Residence	Contributing	Contributing
5DV10110	4760 St. Paul Ct.	Montelongo/Bundick Residence	Contributing	Contributing
5DV10112	4770 St. Paul Ct.	Montoya/Desilets Residence	Contributing	Contributing
5DV10115	4785 St. Paul Ct.	Galvan/Elmore Residence	Individually Eligible/ Contributing	Individually Eligible/ Contributing
5DV10116	4790 St. Paul Ct.	Montoya/McFaddin Residence	Contributing	Contributing
5DV10469	4650 Clayton St.	Pacheco/Aggus Residence	N/A	Contributing

Notes:

N/A – Not Applicable

**Table 4: Eligibility Determinations of Resources within National Western Historic District (5DV10050)**

Site Number	Resource Address	Resource Name	Previous Eligibility Determination	2013 Eligibility Recommendation
5DV3815	1325 E. 46 <sup>th</sup> Ave.	National Western Stadium Arena	Contributing	Contributing
5DV7058	N/A	I-70 Bridge over 46 <sup>th</sup> Ave. E-17-CJ	Field Not Eligible	Contributing
5DV9163	4701 Marion St.	Live Stock Exchange Building	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV9282/5DV9162	1300 E.46th Ave.	Denver Coliseum	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10059	4699 Marion St.	K-M Building Café/ National Western Stock Show Coffee Shop	Individually Eligible/Contributing	Individually Eligible/Contributing
5DV10081	4701 Packing House Rd.	Neorama Property	Contributing	Contributing
5DV10082	4747 National Western Dr.	McConnell Welders	Contributing	Contributing
5DV10447	1325 E. 46 <sup>th</sup> Ave.	Livestock Bridge and Flyover	Contributing	Contributing

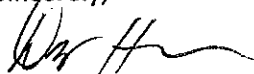
Notes:

N/A – Not Applicable

The Section 106 eligibility determinations are being forwarded concurrently to Mr. Edward C. Nichols, Colorado State Historic Preservation Officer (SHPO) for concurrence. We will forward the SHPO's response once it is received.

Thank you in advance for your prompt attention to this matter. As a local government with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at [www.achp.gov](http://www.achp.gov). If you have questions or require additional information, please contact CDOT Region 6 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or [ashley.bushey@state.co.us](mailto:ashley.bushey@state.co.us).

Sincerely,



for Elizabeth Kemp-Herrera  
Region 6 Planning and Environmental Manager

cc: Kirk Webb, Project Manager, CDOT Region 6  
Pinyon Environmental, Inc.

Attachments: Cultural Resource Survey Forms



**Attachment I – Appendix M**  
**Correspondence from SHPO to CDOT,**  
**May 28, 2013**





May 28, 2013

Elizabeth Kemp-Herra  
Region 6 Planning and Environmental Manager  
Colorado Department of Transportation  
2000 South Holly Street  
Denver, CO 80222

Re: Eligibility Determinations, I-70 East Corridor Supplemental Draft Environmental Impact Statement Re-evaluation, Denver County and Adams County (CHS #41831)

Dear Ms. Kemp-Herra,

Thank you for your correspondence dated and received on April 26, 2013 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided information, we concur with the recommended findings of National Register eligibility for the resources listed below.

- |                         |            |                         |
|-------------------------|------------|-------------------------|
| • 5DV.7062 <sup>1</sup> | • 5DV.9762 | • 5DV.9731              |
| • 5DV.1247 ✓            | • 5DV.9787 | • 5DV.9732              |
| • 5DV.9660 ✓            | • 5DV.9996 | • 5DV.9734              |
| • 5DV.9795 ✓            | • 5DV.5149 | • 5DV.10016             |
| • 5DV.9805 ✓            | • 5DV.9682 | • 5DV.10018             |
| • 5DV.9823 ✓            | • 5DV.9683 | • 5DV.10019             |
| • 5DV.9828 ✓            | • 5DV.9684 | • 5DV.10020             |
| • 5DV.10085 ✓           | • 5DV.9685 | • 5DV.10022             |
| • 5DV.9655 ✓            | • 5DV.9687 | • 5DV.9678              |
| • 5DV.9667 ✓            | • 5DV.9688 | • 5DV.9679 ✓            |
| • 5DV.9668 ✓            | • 5DV.9689 | • 5DV.9714              |
| • 5DV.9735 ✓            | • 5DV.9690 | • 5DV.9742              |
| • 5DV.9753 ✓            | • 5DV.9691 | • 5DV.9745              |
| • 5DV.9761 ✓            | • 5DV.9692 | • 5DV.9994              |
| • 5DV.9780 ✓            | • 5DV.9693 | • 5DV.9227              |
| • 5DV.9801 ✓            | • 5DV.9694 | • 5DV.9232 <sup>2</sup> |
| • 5DV.10034 ✓           | • 5DV.9980 | • 5DV.9988              |
| • 5DV.10040 ✓           | • 5DV.9981 | • 5DV.10047             |
| • 5DV.5623 ✓            | • 5DV.9982 | • 5DV.9231              |
| • 5DV.5677 ✓            | • 5DV.9983 | • 5DV.10097             |
| • 5DV.7130 ✓            | • 5DV.9984 | • 5DV.10098             |
| • 5DV.9705 ✓            | • 5DV.9987 | • 5DV.10099             |
| • 5DV.9706 ✓            | • 5DV.9726 | • 5DV.10100             |
| • 5DV.9746 ✓            | • 5DV.9727 | • 5DV.10101             |
| • 5DV.9748 ✓            | • 5DV.9728 | • 5DV.10102             |

- 5DV.10104
- 5DV.10105
- 5DV.10106
- 5DV.10108
- 5DV.10110
- 5DV.10112
- 5DV.10115
- 5DV.10116
- 5DV.9468 (?)
- 5DV.11320 (?)
- 5DV.11321 (?)
- 5DV.11322 (?)
- 5AM.125
- 5AM.1298.2
- 5AM.2083.1
- 5DV.6247.3
- 5DV.6248.4
- 5DV.7048.2
- 5DV.9165 (?)
- 5DV.9730
- 5DV.9733
- 5DV.9751 (?)
- 5DV.9821 (?)
- 5DV.9966
- 5DV.9968
- 5DV.9989
- 5DV.10003
- 5DV.10013
- 5DV.10014
- 5DV.10023
- 5DV.10058
- 5DV.10065
- 5DV.10081
- 5DV.10082
- 5DV.10124
- 5DV.10135
- 5DV.10469
- 5DV.9282
- 5DV.10059
- 5DV.10447
- 5DV.9245
- 5DV.10086

We have additional questions in regards to the resources listed below.

- 5DV.3815. This resource received an official determination of contributes to an eligible historic district on December 19, 2007. The submitted survey form states this finding under item 10, but "Not Eligible" is marked. In our opinion, the resource contributes to an eligible historic district and should then be considered eligible.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

  
Edward C. Nichols  
State Historic Preservation Officer